



# **AGENDA**

# Executive, Audit & Risk

Monday 20 June 2022, 10am

## Executive, Audit & Risk Committee

20 June 2022 10:00 AM

<b>Agenda Topic</b>	<b>Page</b>
Agenda	2
Purpose of Committee, Membership and Health and Safety	3
Apologies	
Notification of Late Items	
1. Deputation - Suraya Sidhu Singh, I Love Public Transport	
2. Confirmation of Minutes	4
3. Financial and Operational Report	9
4. Health and Safety Report	43
5. Update and Future Steps for Public Transport	51
6. Endorsement of submission on Horizons Draft Regional Public Transport Plan 2022	54
7. Pukeiti Upgrade Update	67
8. Public Excluded	72
9. Confirmation of Public Excluded Minutes	73
10. Public Excluded Minutes Executive, Audit & Risk - 9 May 2022	74
11. IRIS Next Generation (IRIS NG)	79
12. Purchase of Property - 43 Cloten Road, Stratford	85
13. Yarrow Stadium Plus: Project Steering Group Report	124



### **Purpose of Executive, Audit and Risk Committee**

This committee handles all of the administrative and financial matters relating to Council's operations and works programme. Because these matters relate to all aspects of the Council, the membership is aimed to reflect the different aspects of Council's committee structure.

### **Responsibilities**

Financial and expenditure

Capital expenditure

Work proposals and expenditure

Corporate services and personnel matters

Port Taranaki Ltd matters

General Contractual and other matters.

### **Membership of Executive, Audit and Risk Committee**

Councillor N W Walker (Chairperson)

Councillor M J Cloke

Councillor M P Joyce (ex officio)

Councillor D L Lean

Councillor C L Littlewood

Councillor M J McDonald

Councillor D N MacLeod (ex officio)

Mr B Robertson (Independent - Yarrow Stadium)

### **Health and Safety Message**

#### **Emergency Procedure**

In the event of an emergency, please exit through the emergency door in the committee room by the kitchen.

If you require assistance to exit please see a staff member.

Once you reach the bottom of the stairs make your way to the assembly point at the birdcage. Staff will guide you to an alternative route if necessary.

#### **Earthquake**

If there is an earthquake - drop, cover and hold where possible. Please remain where you are until further instruction is given.



**Date** 20 June 2022

**Subject:** **Confirmation of Minutes – 9 May 2022**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3022786

---

### **Recommendations**

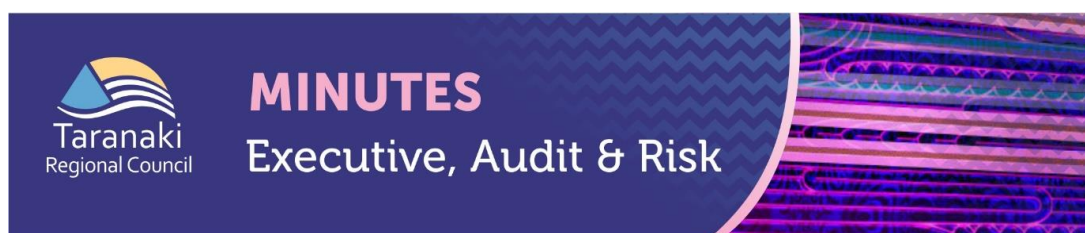
That the Executive, Audit and Risk Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Executive, Audit and Risk Committee held in the Taranaki Regional Council Chambers, 47 Cloten Road, Stratford on Monday 9 May 2022 at 10am
- b) notes the recommendations therein were adopted by the Taranaki Regional Council on Tuesday 17 May 2022.

### **Matters arising**

### **Appendices/Attachments**

Document 3054816: Minutes Executive Audit and Risk Committee 9 May 2022



<b>Date</b>	9 May 2022, 10am
<b>Venue:</b>	Taranaki Regional Council chambers, 47 Cloten Road, Stratford
<b>Document:</b>	3054816

---

<b>Members</b>	Councillors	N W Walker M J Cloke D L Lean C L Littlewood M J McDonald D N MacLeod M P Joyce	Committee Chairperson   <i>zoom</i> <i>ex officio</i> <i>ex officio</i>
<b>Attending</b>	Mr Mr Mr Ms Mr Mr Miss	S Ruru M J Nield D R Harrison R Johnson G Rine C Woollin R Sweeney	Chief Executive Director – Corporate Services Director – Operations Financial Services Manager Regional Gardens Manager Communications Advisor Governance Administrator
<b>Apologies</b>	There were no apologies.		
<b>Notification of Late items</b>	There were no late items.		

## 1. Confirmation of Minutes – 28 March 2022

### Resolved

That the Executive, Audit and Risk Committee of the Taranaki Regional Council:

- takes as read and confirms the minutes and resolutions of the Executive, Audit and Risk Committee held in the Taranaki Regional Council Chambers, 47 Cloten road, Stratford on 28 March 2022 at 10am
- notes the recommendations therein were adopted by the Taranaki Regional Council on 5 April 2022.  
McDonald/Cloke

*Councillor Michael Joyce joined the meeting at 10:03am.*

**2. Financial and Operational Report**

- 2.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum receiving information on the operational and financial performance of the Council.

**Recommended**

That the Taranaki Regional Council:

- a) receives the memorandum *Financial and Operational Report* and the *February 2022* and *March 2022 Monthly Financial Reports*  
b) notes the digital media update  
Lean/MacLeod

**3. Health and Safety Report**

- 3.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum to receive and consider health and safety performance.

**Recommended**

That the Taranaki Regional Council:

- a) receives the March 2022 health and safety report  
Lean/Joyce

**4. Quarterly Operational Report – March 2022**

- 4.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum to receive and consider the Quarterly Operational Report (QOR) for the quarter ended 31 March 2022.
- 4.2 Mr D R Harrison, Director – Operations, gave further explanation as to the reported sale of plants being that the priorities of Land Management Officers have been focused on audit as opposed to sales, the priority shift back to sales has now taken place and figures show increased sales.
- 4.3 Councillor C L Littlewood requested a subsequent paper in the next Executive, Audit & Risk Committee requesting further updates on projects taking place at Pukeiti, including an update on Rainforest Bridge and how the Council envisions its future use.

**Recommended**

That the Taranaki Regional Council:

- a) receives and adopts the Quarterly Operational Report for the quarter ended 31 March 2022.  
Clope/McDonald

**5. Public Transport Operational Update for the Quarter Ending 31 March 2022**

- 5.1 Mr M J Nield, Director – Corporate Services, Taranaki Regional Council, spoke to provide members with an operational report on public transport services for the quarter ending 31 March 2022.

**Recommended**

That the Taranaki Regional Council:

- a) receives the memorandum Public Transport Operational Report for the Quarter Ending 31 March 2022  
Clope/MacLeod

**6. 2021/2022 Annual Report Audit Engagement Letter**

- 6.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum to provide members with an operational report on public transport services for the quarter ending 31 March 2022

**Recommended**

That the Taranaki Regional Council:

- a) receives and approves the Audit Engagement Letter for the audit of the 2021/2022 Annual Report.  
Clope/Joyce

*Charlotte Littlewood left the meeting due to technological issues at 10:25am.*

**7. Public Excluded – Executive, Audit & Risk Committee**

In accordance with section 48(1) of the *Local Government Official Information and Meetings Act 1987*, resolves that the public is excluded from the following part of the proceedings of the Executive, Audit and Risk Committee Meeting on Monday 28 March 2022 for the following reason/s:

**Item 9 - Public Excluded Minutes – 28 March 2022**

*That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.*

**Item 10- IT External Vulnerability Assessment**

*This Item is to be considered in Public Excluded as the public conduct of the whole or the relevant part of the proceedings would be likely to result in the disclosure of information where the withholding of the information is necessary to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to members or officers or employees of any local authority, or any persons to whom section 2(5) of the Act applies, in the course of their duty.*

**Item 11 – New Plymouth District Council’s Kaitake Trail – Te Ara A Ruhiiweratini Funding Agreement**

*This Item is to be considered in Public Excluded as the public conduct of the whole or the relevant part of the proceedings would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.*

**Item 12 – 2021-2022 Audit Planning Report**

*This Item is to be considered in Public Excluded as the public conduct of the whole or the relevant part of the proceedings would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.*

**Item 13 – Port Taranaki Ltd: Directorships**

*This Item is to be considered in Public Excluded as the public conduct of the whole or the relevant part of the proceedings would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.*

**Item 14 – Yarrow Stadium Plus: Project Steering Group Report**

*This Item is to be considered in Public Excluded as the public conduct of the whole or the relevant part of the proceedings would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information*  
Lean/MacLeod

There being no further business, the Committee Chairperson, Councillor N W Walker, declared the open meeting of the Executive, Audit and Risk Committee closed at 10.35am.

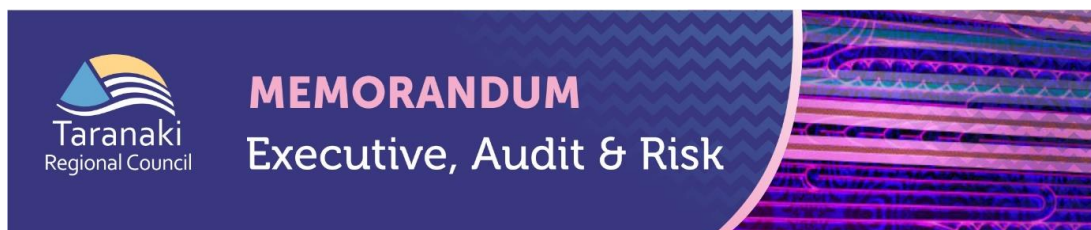
**Confirmed**

**Executive, Audit &  
Risk Chairperson:** \_\_\_\_\_

**N W Walker**

**20 June 2022**





**Date:** 20 June 2022

**Subject:** **Financial and Operational Report**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3072066

---

### **Purpose**

1. The purpose of this memorandum is to receive information on operational and financial performance.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the memorandum *Financial and Operational Report* and the April 2022 Monthly Financial Report
- b) notes the digital media update.

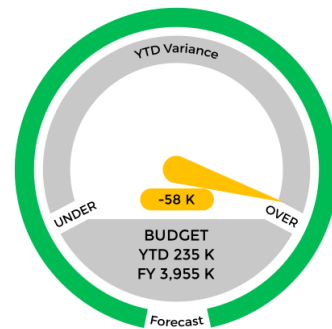
### **Background**

2. The Council produces a Monthly Financial Report outlining the financial performance for the month and year to date. This memorandum supports the Monthly Financial Report by providing additional supporting operational and financial information. The Common Seal is operated under delegated authority. Part of that delegated authority is the reporting back of the seal transactions.

### **Discussion**

3. Attached is the Monthly Financial Report for April 2022.
4. In the "Financial Indicators Section", for revenue, expenditure and operating surplus/deficit, for the whole of the Council the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates an improving trend and a red down arrow indicates a deteriorating trend.

5. The financial performance pie graphs for operating expenditure and income show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of activities where the variance is within plus or minus 5% and less than \$50,000. The yellow slice indicates the number of activities where the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. The red slice indicates the number of activities where the variance is more than plus or minus 10% and more than \$100,000.
6. For each Group of Activities (Resource management, Biosecurity and biodiversity, Transport, Hazard management, Recreation culture and heritage, and Regional representation, advocacy and investment management, in the “Financial Indicators Section”, for revenue and expenditure, for that group of activities, the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates an improving trend and a red down arrow indicates a deteriorating trend.
7. In the “Operating Expenditure by Activity” section, there is a dial for each activity comparing YTD expenditure against budget and a forecast for the rest of the year. The colours are green – variance of less than plus or minus 5%, yellow – plus or minus variance of more than 5% but less than 10% and red – plus or minus variance of more than 10%. The key components of each dial are:
  - The outer ring is the forecast for the rest of the year - green OK, yellow performance at risk, red target will not be achieved
  - The pointer indicates whether the variance is over or under budget and the colour indicates the scale of the variance - the actual variance figure sits at the bottom of the pointer
  - The YTD and full year (FY) budgets are included in the grey section.
8. Financially, the Council is in-line with the estimates established for 2021/2022 in the *2021/2031 Long-Term Plan*.
9. At 30 April 2022, the overall financial result is ahead of budget.
10. Significant income and expenditure variances by activity (plus or minus \$100,000) are:
  - *Resource management planning* - \$118,998 under budget due to the timing of consultant fees forecast for later in the year
  - *Consent processing and administration* - \$222,575 over budget due to increased workload and demand in resource consents
  - *Compliance monitoring programmes* - \$697,234 under budget due to vacancies and less time spent on monitoring activities than planned
  - *Pollution incidents and response* - \$150,779 under budget due to the number and scale of responses



- *State of the environment monitoring* - \$436,432 over budget due to additional work required reviewing programmes to meet the new National Policy Statement for Freshwater Management
- *Resource investigations and projects* - \$163,385 under budget due to staff focus on state of the environment monitoring
- *Sustainable land management plans and plant supply programme* - \$147,797 over budget as the programme continues to be accelerated
- *Enhancement grants* - \$271,396 over budget due to the timing of STRESS expenditure. This is expected to be on budget at year end
- *Resource management direct charges* - \$962,757 over budget due to Waitara Lands reserve distributions being received earlier than budgeted
- *Biodiversity* - \$107,112 under budget mainly due to staff vacancies
- *Towards Predator-Free Taranaki* - \$1,484,842 under budget due to lower rural project contract costs and delays in availability of materials. Forecast to increase expenditure in the final quarter. Some expenditure will require carry over to the 2022/2023 financial year
- *Biosecurity and biodiversity direct charges* - \$1,314,365 under budget due to the delay in Towards Predator-Free Taranaki expenditure. Project funding is on track, however revenues are not recognised until the costs are incurred
- *Passenger transport* - \$291,361 under budget due to the later timing of projects expenditure
- *Transport direct charges* - \$203,860 under budget due to bus fare revenue being down. This has been affected by the on-going impacts of Covid-19
- *Transport government grants* - \$189,625 over budget due to increased claims due to lower bus fare revenues
- *River control schemes* - \$139,611 under budget due to timing of required maintenance
- *Regional Gardens* - \$1,228,735 under budget due to a delay in the Kaitake Trail project funding.

## **Operational Report**

11. Programmes are materially on target with the planned levels of activity established for 2021/2022 in the 2021/2031 Long-Term Plan.

## **Communications and Engagement**

12. Communications and engagement activities are delivered across publications, media releases, advertising, digital media and through education. Recent points of note are:
  - Community engagement around freshwater continued with the Council hosting three workshops on water take for primary sector and industry sector representatives in early June.
  - A media release highlighting the expansion of the urban predator programme to include possums as well as rats achieved good traction in local media.
  - A joint media release with Taranaki Rugby Football Union confirmed the Bulls' return to Yarrow Stadium in September.

- The Council's riparian plant programme was showcased through social media channels in late May as 1,000 landowners collected 400,000 plants.
- Council responded to media enquiries about the role a missing bollard (which is part of the Waitara flood protection system) played in a fatal crash.
- The quarterly Pest Bulletin was published online (only) to rural landowners.
- The Education team delivered education and sustainability programmes with 1,874 students from 10 schools in May (this number includes students who attended more than one session).

### Social Media by the numbers

13. Social media continues to be an important communication channel for the Council:

- The total reach (non-unique users) across eight Facebook pages was 76K
- Our Facebook page fans total 19,828 (non-unique) fans across eight pages.

Reach and engagement (by Facebook page) are detailed in the table below:	Page fans	Reach
Taranaki Regional Council	5,307 (+41)	29,747
Taranaki Public Transport	1,570 (+52)	15,650
Tūpare	1,915 (+39)	3,857
Pukeiti	2,853 (+72)	5,091
Hollard Gardens	2,296 (+135)	1,143
Towards Predator-Free Taranaki	1,617 (+22)	16,823
Yarrow Stadium	3,729 (+12)	2,925
Enviroschools	541 (+20)	1,175

Top Facebook posts		Reach	Engagement
1	Don't forget to clean, check, dry this duck shooting season - and help protect those waterways you love... [Taranaki Regional Council]	7,955	197
2	Thousands of lush riparian plants are now ready and waiting at five depots around the region, to be picked up this week by almost 1,000 landowners... [Taranaki Regional Council]	3,900	251

Top Facebook posts		Reach	Engagement
3	▲ Disruption to services 24/05/2022 ▲ Due to driver illness there are disruptions to the network, Route 45 (PM) is suspended until further notice... [Taranaki Public Transport]	3,014	23
4	A dusting of snow on our maunga this morning [Taranaki Regional Council]	2,871	340
5	We are looking for an experienced administrator with a strong procurement background to join our team... [Taranaki Regional Council]	2,110	108
6	It's a beautiful day in New Plymouth for some exploring! Let's see if we can catch Christchurch! #CityNatureChallenge [Taranaki Regional Council]	1,628	53
7	Installation of the new hybrid turf for Yarrow Stadium is well underway. Drainage installed ✓ Gravel and sand down ✓ [Yarrow Stadium]	1,480	24
8	Residents of New Plymouth were busy during the month of April checking traps. Great job team, as we caught just over 550 pests! [Towards Predator Free]	1,059	68
9	One of NZ's most uniquely designed and structured garden pergolas is this one, sitting beneath the tall trees of Tūpare. [Tūpare]	1,041	21
10	It was a pleasure hosting Taranaki EnviroSchools and St Josephs's School Stratford here at Hollard Gardens yesterday, what better backdrop for our composting and bug identifying extraordinaires?! [Hollard Gardens]	294	246

### Financial considerations—LTP/Annual Plan

14. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

**Policy considerations**

15. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

**Iwi considerations**

16. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

**Community considerations**

17. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

**Legal considerations**

18. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

**Appendices/Attachments**

Document 3076274: Monthly Financial Report - April 2022





APRIL 2022

# MONTHLY FINANCIAL REPORT

TARANAKI REGIONAL COUNCIL







## Table of contents

---

Executive summary.....	1
Key .....	2
Statement of comprehensive revenue and expense .....	3
Resource management .....	4
Biosecurity and biodiversity.....	7
Transport .....	9
Hazard management.....	11
Recreation, culture and heritage .....	13
Regional representation, advocacy and investment management .....	15
Statement of financial position .....	17
Capital expenditure and disposals – Up to here.....	18
Local Authorities (Members’ Interests) Act 1968.....	19
Financial delegations.....	20
Aged debtors analysis .....	20
Reserves.....	20
Borrowings .....	21
Borrowing limits .....	21
Bank and treasury investments.....	22



## Executive summary

### Financial performance

FINANCIAL INDICATORS					
Financial threshold key (for adverse variances): ● ≥5% and ● <10% ≥10%					
Total revenue		Operating expenditure		Operating surplus/deficit	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council’s activities:		Council’s total revenue less operating expenditure:	
Actual YTD:	Trend:	Actual YTD:	Trend:	Actual YTD:	Trend:
\$33.6M	\$49.5K under budget ↑	\$31.7M	\$3305.4K under budget ↓	\$1.9M	\$3255.9K ahead of budget ↑
Against a YTD budget of \$33.6M and a full year budget of \$47.9M.		Against a YTD budget of \$35.0M and a full year budget of \$50.1M.		Against a YTD budget of \$-1.4M and a full year budget of \$-2.3M.	

FINANCIAL PERFORMANCE			
Operating Expenditure		Income	
Actual	Forecast	Actual	Forecast
Financial Performance 	Future Performance 	Financial Performance 	Future Performance 

### Commentary and variances

The financial year continues to track ahead of budget.

## Key

This section defines the symbols and colours used in the Executive Summary and the Groups of Activities.

### Introduction

In the "Financial Indicators Section", for revenue, expenditure and operating surplus/deficit, for the whole of the Council the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates and improving trend and a red down arrow indicates a deteriorating trend.

The financial performance pie graphs for operating expenditure and income show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of activities where the variance is within plus or minus 5% and less than \$50,000. The yellow slice indicates the number of activities where the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. The red slice indicates the number of activities where the variance is more than plus or minus 10% and more than \$100,000.

The operational performance pie graphs for levels of service and individual activities show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of levels of service/activities where the actual performance is on target. The yellow slice indicates the number of levels of service/activities where the actual performance is at risk of not being achieved. The red slice indicates the number of levels of service/activities where the actual performance is not meeting the target.

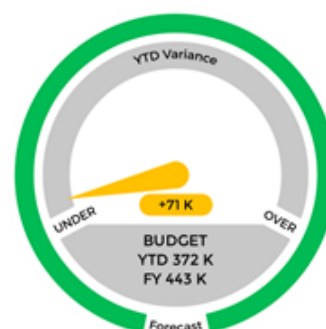
### For each Group of Activities:

In the "Financial Indicators Section", for revenue and expenditure, for that group of activities, the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates and improving trend and a red down arrow indicates a deteriorating trend.

In the "Operating Expenditure by Activity" section, there is a dial for each activity comparing YTD expenditure against budget and a forecast for the rest of the year. The colours are green – variance of less than plus or minus 5% and less than \$50,000, yellow – plus or minus variance of more than 5% and between \$50,000 and \$100,000 but less than 10% and red – plus or minus variance of more than 10% and \$100,000.

The key components of each dial are:

- The outer ring is the forecast for the rest of the year – green OK, yellow performance at risk, red target will not be achieved
- The pointer indicates whether the variance is over or under budget and the colour indicates the scale of the variance – the actual variance figure sits at the bottom of the pointer
- The YTD and Full Year (FY) budgets are included in the grey section.



The operational performance pie graphs for levels of service and individual activities show the actual performance against budget and the forecast performance against budget, accumulated for all activities within that group of activities. The green slice indicates the number of levels of service/activities where the actual performance is on target. The yellow slice indicates the number of levels of service/activities where the actual performance is at risk of not being achieved. The red slice indicates the number of levels of service/activities where the actual performance is not meeting the target.

## Statement of comprehensive revenue and expense

This statement summarises performance against budget for the month and for the year to date.

	Month			Year to date			2021/2022
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Cost of services</b>							
Resource management	1,346,253	1,276,532	-69,721	15,382,622	15,434,794	52,172	26,168,383
Biosecurity and biodiversity	514,874	406,979	-107,895	5,228,382	6,964,628	1,736,246	7,959,256
Transport	411,541	455,562	44,021	4,296,040	4,610,765	314,725	5,668,046
Hazard management	99,621	113,960	14,339	752,844	888,875	136,031	1,062,244
Recreation culture and heritage	255,195	376,363	121,168	4,330,449	5,559,183	1,228,734	6,987,506
Regional representation advocacy and investment management	158,039	143,728	-14,311	1,625,537	1,490,801	-134,736	1,822,543
<b>Total operating expenditure</b>	<b>2,785,522</b>	<b>2,773,124</b>	<b>-12,398</b>	<b>31,615,873</b>	<b>34,949,046</b>	<b>3,333,173</b>	<b>49,667,978</b>
<b>Revenue from exchange transactions</b>							
Direct charges revenue	291,706	301,190	-9,484	3,763,246	4,110,484	-347,238	4,729,359
Rent revenue	104,445	93,749	10,696	1,108,572	937,490	171,082	1,125,000
Dividends	0	0	0	8,000,000	8,000,000	0	8,000,000
<b>Revenue from non-exchange transactions</b>							
General rates revenue	0	0	0	8,202,967	8,202,966	1	10,937,289
Targeted rates revenue	0	0	0	3,274,985	3,274,986	-1	4,366,647
Direct charges revenue	579,245	172,076	407,169	4,297,760	4,658,804	-361,044	12,820,150
Government grants	265,151	174,060	91,091	4,586,236	4,237,765	348,471	5,229,709
Vested assets	0	0	0	0	0	0	0
<b>Total income</b>	<b>1,240,547</b>	<b>741,075</b>	<b>499,472</b>	<b>33,233,766</b>	<b>33,422,495</b>	<b>-188,729</b>	<b>47,208,154</b>
<b>Operating surplus/(deficit) before finance income/expenses &amp; taxation</b>	<b>-1,544,975</b>	<b>-2,032,049</b>	<b>487,074</b>	<b>1,617,893</b>	<b>-1,526,551</b>	<b>3,144,444</b>	<b>-2,459,824</b>
Finance income	109,858	14,583	95,275	363,839	224,566	139,273	647,417
Finance expense	-68,650	0	68,650	-106,498	-78,736	27,762	-472,417
Net finance expense	41,208	14,583	26,625	257,340	145,830	111,510	175,000
<b>Operating surplus before taxation</b>	<b>-1,503,767</b>	<b>-2,017,466</b>	<b>513,699</b>	<b>1,875,233</b>	<b>-1,380,721</b>	<b>3,255,954</b>	<b>-2,284,824</b>
<b>Other gains/losses</b>							
Gains/(losses) on revaluation of properties	0	0	0	0	0	0	0
<b>Operating surplus before taxation</b>	<b>-1,503,767</b>	<b>-2,017,466</b>	<b>513,699</b>	<b>1,875,233</b>	<b>-1,380,721</b>	<b>3,255,954</b>	<b>-2,284,824</b>
Income tax expense	0	0	0	0	0	0	10,000
<b>Surplus/(deficit) for the period</b>	<b>-1,503,767</b>	<b>-2,017,466</b>	<b>513,699</b>	<b>1,875,233</b>	<b>-1,380,721</b>	<b>3,255,954</b>	<b>-2,294,824</b>
<b>Other comprehensive income</b>							
Revaluation of property, plant and equipment	0	0	0	0	0	0	0
<b>Other comprehensive income, net of tax</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Operating surplus/(deficit)</b>	<b>-1,503,767</b>	<b>-2,017,466</b>	<b>513,699</b>	<b>1,875,233</b>	<b>-1,380,721</b>	<b>3,255,954</b>	<b>-2,294,824</b>

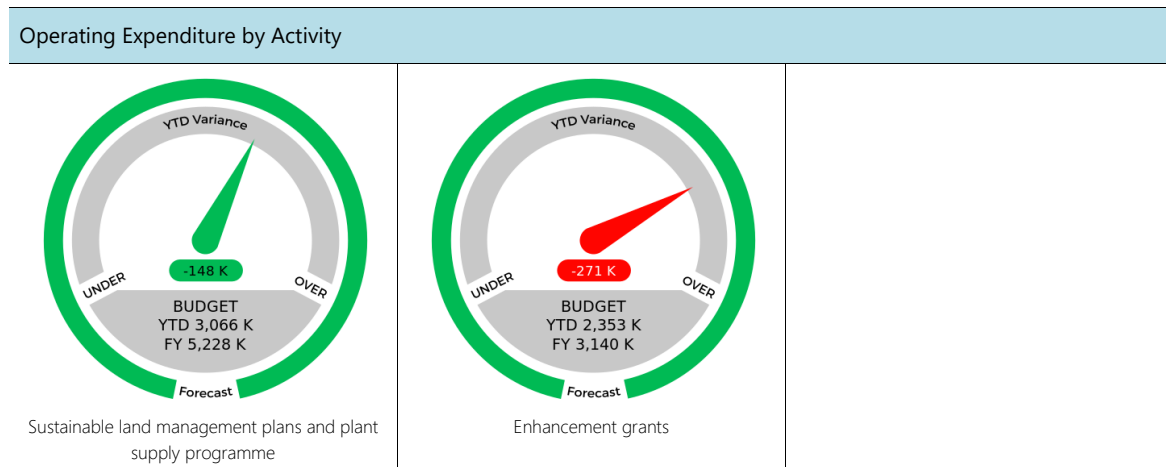
## Resource management

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): ● ≥5% and ● <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$8.2M	\$1041.6K over budget ↑	\$15.4M	\$52.2K under budget ↓
Against a YTD budget of 7.2M and a full year budget of 16.0M.		Against a YTD budget of 15.4M and a full year budget of 26.2M.	

Operating Expenditure by Activity					
<p>Resource management planning</p>	<p>Consent processing and administration</p>	<p>Compliance monitoring programmes</p>			
<p>Pollution incidence and response</p>	<p>State of the environment monitoring</p>	<p>Resource investigations and projects</p>			

RESOURCE MANAGEMENT



Key	YTD Variance
■	< 5% and less than \$50,000
■	≥ 5% < 10% and between \$50,000 and \$100,000
■	≥ 10% and greater than \$100,000

Commentary and variances

Overall resource management expenditure is on budget. Material activity variances (> or < than \$100,000) are:

Resource management planning - \$118,998 under budget due to the timing of consultant fees forecast for later in the year.

Consent processing and administration - \$222,575 over budget due to increased workload and demand in resource consents.

Compliance monitoring programmes - \$697,234 under budget due to vacancies and less time spent on monitoring activities than planned.

Pollution incidents and response - \$150,779 under budget due to the number and scale of responses.

State of the environment monitoring - \$436,432 over budget due to additional work required reviewing programmes to meet the new National Policy Statement for Freshwater Management.

Resource investigations and projects - \$163,385 under budget due to staff focus on state of the environment monitoring.

Sustainable land management plans and plant supply programme - \$147,797 over budget as the programme continues to be accelerated.

Enhancement grants - \$271,396 over budget due to the timing of STRESS expenditure. This is expected to be on budget at year end.

Direct charges revenue - \$962,757 over budget due to Waitara Lands reserve distributions being received earlier than budgeted.

## RESOURCE MANAGEMENT

## Cost of services statement

RESOURCE MANAGEMENT							
	Month			Year to date			2021/2022
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Resource management planning	98,406	92,776	-5,630	831,374	950,372	118,998	1,158,681
Consent processing and administration	122,892	91,793	-31,099	1,185,496	962,921	-222,575	1,173,890
Compliance monitoring programmes	303,418	365,935	62,517	3,095,415	3,792,649	697,234	4,632,383
Pollution incidents and response	71,858	90,008	18,150	778,157	928,936	150,779	1,133,675
State of the environment monitoring	326,178	270,236	-55,942	3,238,822	2,802,390	-436,432	3,416,636
Resource investigations and projects	51,064	55,810	4,746	415,891	579,276	163,385	702,239
Sustainable land management plans and plant supply programme	296,846	262,281	-34,565	3,213,404	3,065,607	-147,797	5,228,414
Waitara River catchment	0	0	0	25	0	-25	5,582,207
Enhancement grants	75,591	47,693	-27,898	2,624,039	2,352,643	-271,396	3,140,258
<b>Total expenditure</b>	<b>1,346,253</b>	<b>1,276,532</b>	<b>-69,721</b>	<b>15,382,622</b>	<b>15,434,794</b>	<b>52,172</b>	<b>26,168,383</b>
<b>Income</b>							
General rates	456,122	456,122	0	4,012,433	4,012,433	0	4,965,037
Direct charges	759,745	338,772	420,973	5,651,061	4,688,304	962,757	13,199,566
Government grants	-1,600	0	-1,600	2,576,011	2,497,165	78,846	2,836,000
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	-95,114	0	-95,114	-1,307,353	0	-1,307,353	-75,000
Investment funds	227,100	481,638	-254,538	4,450,471	4,236,891	213,580	5,242,780
<b>Total income</b>	<b>1,346,253</b>	<b>1,276,532</b>	<b>69,721</b>	<b>15,382,622</b>	<b>15,434,793</b>	<b>-52,171</b>	<b>26,168,383</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1</b>	<b>-1</b>	<b>0</b>



## Biosecurity and biodiversity

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): ● ≥5% and ● <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$1.5M	\$1394.4K under budget ↑	\$5.2M	\$1736.2K under budget ↓
Against a YTD budget of 2.9M and a full year budget of 3.0M.		Against a YTD budget of 7.0M and a full year budget of 8.0M.	

Operating Expenditure by Activity		
<p>Biosecurity and biodiversity planning</p> <p>YTD Variance: +54 K</p> <p>BUDGET YTD 64 K, FY 78 K</p>	<p>Biosecurity/pest management</p> <p>YTD Variance: +91 K</p> <p>BUDGET YTD 1,793 K, FY 2,180 K</p>	<p>Biodiversity</p> <p>YTD Variance: +107 K</p> <p>BUDGET YTD 1,488 K, FY 1,766 K</p>
<p>Towards Predator-Free Taranaki</p> <p>YTD Variance: +1,485 K</p> <p>BUDGET YTD 3,620 K, FY 3,936 K</p>	<p>Key YTD Variance</p> <ul style="list-style-type: none"> <li>■ &lt; 5% and less than \$50,000</li> <li>■ ≥ 5% &lt; 10% and between \$50,000 and \$100,000</li> <li>■ ≥ 10% and greater than \$100,000</li> </ul>	

### Commentary and variances

Overall biosecurity and biodiversity expenditure is under budget. Material activity variances (> or < than \$100,000) are:

Biodiversity - \$107,112 under budget mainly due to staff vacancies.

Towards Predator-Free Taranaki - \$1,484,842 under budget due to lower rural project contract costs and delays in availability of materials. Forecasting to increase expenditure in the final quarter, however some will require carry over to the 2022/2023 financial year.

Direct charges revenue - \$1,314,365 under budget due to the delay in Towards Predator-Free Taranaki expenditure. Project funding is on track, however its revenues are not recognised until the costs are incurred.



## BIOSECURITY AND BIODIVERSITY

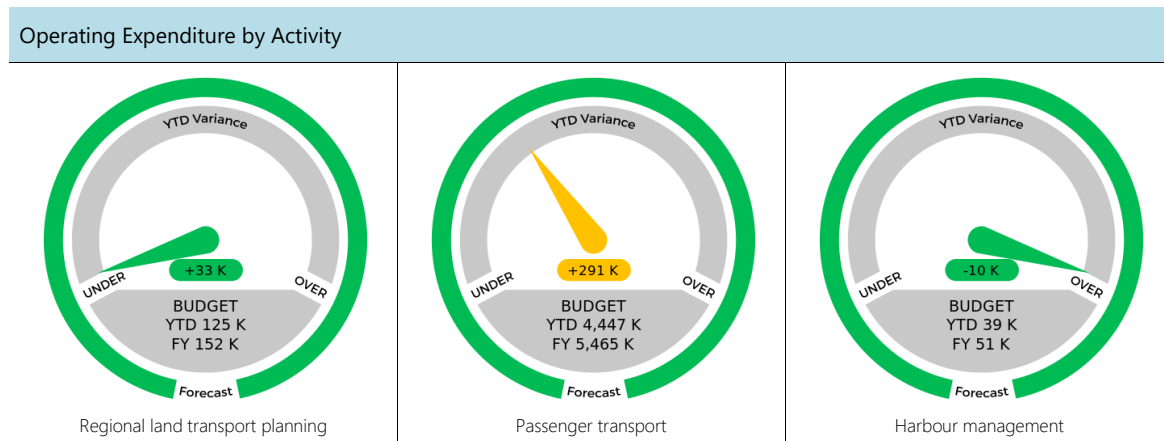
## Cost of services statement

BIOSECURITY AND BIODIVERSITY							
	Month			Year to date			2021/2022
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Biosecurity and biodiversity planning	2,612	6,225	3,613	9,943	63,688	53,745	77,645
Biosecurity/pest management	197,380	191,834	-5,546	1,702,578	1,793,125	90,547	2,180,261
Biodiversity	110,181	115,196	5,015	1,380,571	1,487,683	107,112	1,765,513
Towards Predator-Free Taranaki	204,701	93,724	-110,977	2,135,290	3,620,132	1,484,842	3,935,837
<b>Total expenditure</b>	<b>514,874</b>	<b>406,979</b>	<b>-107,895</b>	<b>5,228,382</b>	<b>6,964,628</b>	<b>1,736,246</b>	<b>7,959,256</b>
<b>Income</b>							
General rates	188,468	188,468	0	1,961,918	1,961,918	0	2,426,731
Direct charges	126,250	19,500	106,750	1,616,679	2,931,044	-1,314,365	2,970,043
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	0	0	0	0	0	0	0
Investment funds	200,156	199,011	1,145	1,649,785	2,071,669	-421,884	2,562,482
<b>Total income</b>	<b>514,874</b>	<b>406,979</b>	<b>107,895</b>	<b>5,228,382</b>	<b>6,964,631</b>	<b>-1,736,249</b>	<b>7,959,256</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>

## Transport

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$2.6M	\$14.2K under budget 	\$4.3M	\$314.7K under budget 
Against a YTD budget of 2.7M and a full year budget of 3.5M.		Against a YTD budget of 4.6M and a full year budget of 5.7M.	



Key	YTD Variance
<span style="color: green;">■</span>	< 5% and less than \$50,000
<span style="color: yellow;">■</span>	≥ 5% < 10% and between \$50,000 and \$100,000
<span style="color: red;">■</span>	≥ 10% and greater than \$100,000

### Commentary and variances

Overall transport expenditure is under budget. Material activity variances (> or < than \$100,000) are:

Passenger transport - \$291,361 under budget due to the later timing of projects expenditure.

Direct charges revenue - \$203,860 under budget due to bus fare revenue being down. This has been affected by the on-going impacts of Covid-19.

Government grants revenue - \$189,625 over budget due to increased claims due to lower bus fare revenues.

## TRANSPORT

## Cost of services statement

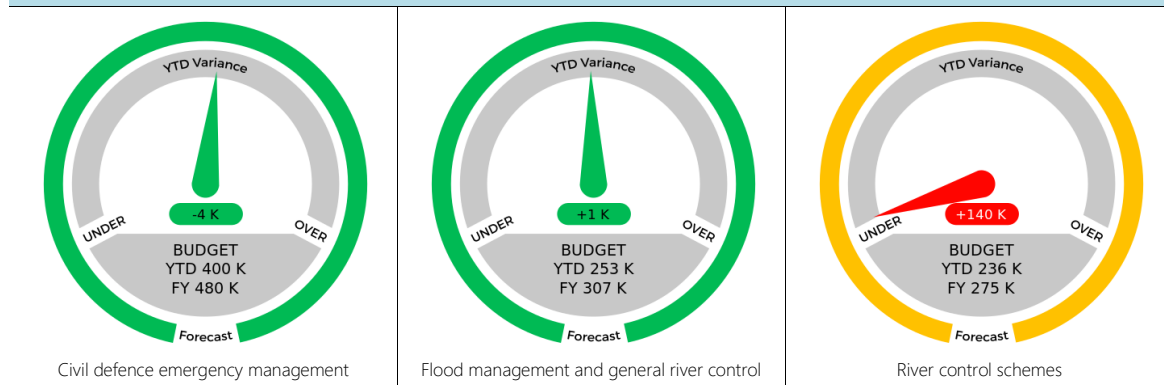
TRANSPORT							
	Month			Year to date			2021/2022
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Regional land transport planning	9,990	12,057	2,067	91,811	125,203	33,392	152,418
Passenger transport	384,902	443,005	58,103	4,155,451	4,446,812	291,361	5,464,628
Harbour management	16,650	500	-16,150	48,779	38,750	-10,029	51,000
<b>Total expenditure</b>	<b>411,541</b>	<b>455,562</b>	<b>44,021</b>	<b>4,296,040</b>	<b>4,610,765</b>	<b>314,725</b>	<b>5,668,046</b>
<b>Income</b>							
General rates	92,237	92,237	0	424,251	424,251	0	356,499
Targeted rates	0	0	0	1,079,248	1,079,250	-2	1,438,997
Direct charges	48,064	91,868	-43,804	714,820	918,680	-203,860	1,102,400
Government grants	186,751	174,060	12,691	1,930,225	1,740,600	189,625	2,393,709
Government grants for capital	0	0	0	0	0	0	0
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	0	0	0	0	0	0	0
Investment funds	84,490	97,397	-12,907	147,496	447,984	-300,488	376,441
<b>Total income</b>	<b>411,541</b>	<b>455,562</b>	<b>-44,021</b>	<b>4,296,040</b>	<b>4,610,765</b>	<b>-314,725</b>	<b>5,668,046</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Hazard management

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.0M	\$1.1K over budget ↑	\$0.8M	\$136.0K under budget ↑
Against a YTD budget of 0.0M and a full year budget of 0.0M.		Against a YTD budget of 0.9M and a full year budget of 1.1M.	

### Operating Expenditure by Activity



Key	YTD Variance
<span style="color: green;">■</span>	< 5% and less than \$50,000
<span style="color: yellow;">■</span>	≥ 5% < 10% and between \$50,000 and \$100,000
<span style="color: red;">■</span>	≥ 10% and greater than \$100,000

### Commentary and variances

Overall hazard management expenditure is under budget. Material activity variances (> or < than \$100,000) are:

River control schemes - \$139,611 under budget due to timing of required maintenance.

## HAZARD MANAGEMENT

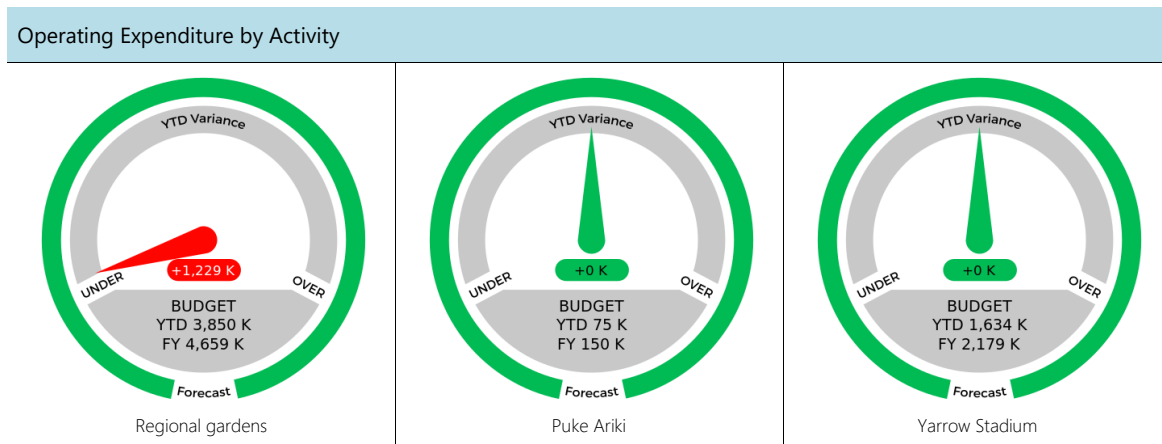
## Cost of services statement

HAZARD MANAGEMENT							
	Month			Year to date			2020/2021
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Civil defence emergency management	41,522	40,000	-1,522	404,240	400,000	-4,240	480,000
Flood management and general river control	41,733	25,344	-16,389	252,554	253,215	661	306,799
River control schemes	16,366	48,616	32,250	96,049	235,660	139,611	275,445
<b>Total expenditure</b>	<b>99,621</b>	<b>113,960</b>	<b>14,339</b>	<b>752,844</b>	<b>888,875</b>	<b>136,031</b>	<b>1,062,244</b>
<b>Income</b>							
General rates	45,297	45,297	0	90,179	90,179	0	98,523
Targeted rates	0	0	0	561,736	561,735	1	748,981
Direct charges	89	0	89	1,148	0	1,148	0
Government grants	0	0	0	0	0	0	0
Transfer from reserves	28,848	20,833	8,015	132,533	208,330	-75,797	250,000
Transfer to reserves	0	0	0	-522,903	0	-522,903	-50,515
Investment funds	25,386	47,830	-22,444	556,738	95,219	461,519	104,034
<b>Total income</b>	<b>99,621</b>	<b>113,960</b>	<b>-14,339</b>	<b>819,432</b>	<b>955,463</b>	<b>-136,031</b>	<b>1,151,023</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,588</b>	<b>66,588</b>	<b>0</b>	<b>88,779</b>

## Recreation, culture and heritage

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): ● $\geq 5\%$ and ● $< 10\% \geq 10\%$			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.2M	\$43.3K over budget ↓	\$4.3M	\$1228.7K under budget ↑
Against a YTD budget of 0.2M and a full year budget of 0.2M.		Against a YTD budget of 5.6M and a full year budget of 7.0M.	



Key	YTD Variance
■	< 5% and less than \$50,000
■	$\geq 5\%$ < 10% and between \$50,000 and \$100,000
■	$\geq 10\%$ and greater than \$100,000

### Commentary and variances

Overall recreation, culture and heritage expenditure is under budget. Material activity variances (> or < than \$100,000) are:  
 Regional Gardens - \$1,228,735 under budget due to a delay in the Kaitake Trail project funding.

## RECREATION, CULTURE AND HERITAGE

## Cost of services statement

RECREATION CULTURE AND HERITAGE							
	Month			Year to date			2021/2022
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Regional gardens	255,195	376,363	121,168	2,621,447	3,850,182	1,228,735	4,658,837
Puke Ariki	0	0	0	75,000	75,000	0	150,000
Yarrow Stadium	0	0	0	1,634,002	1,634,001	-1	2,178,669
<b>Total expenditure</b>	<b>255,195</b>	<b>376,363</b>	<b>121,168</b>	<b>4,330,449</b>	<b>5,559,183</b>	<b>1,228,734</b>	<b>6,987,506</b>
<b>Income</b>							
General rates	174,772	174,772	0	1,826,295	1,826,295	0	2,239,529
Targeted rates	0	0	0	1,634,002	1,634,001	1	2,178,669
Direct charges	5,816	17,043	-11,227	213,738	170,430	43,308	204,500
Investment funds	74,607	184,548	-109,941	656,414	1,928,457	-1,272,043	2,364,808
<b>Total income</b>	<b>255,195</b>	<b>376,363</b>	<b>-121,168</b>	<b>4,330,449</b>	<b>5,559,183</b>	<b>-1,228,734</b>	<b>6,987,506</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



## Regional representation, advocacy and investment management

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): ● ≥5% and ● <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.1M	\$52.8K over budget ↑	\$1.6M	\$134.7K over budget ↓
Against a YTD budget of 0.1M and a full year budget of 0.1M.		Against a YTD budget of 1.5M and a full year budget of 1.8M.	

Operating Expenditure by Activity		
<p>Investment management</p>	<p>Community engagement</p>	<p>Advocacy and response</p>
<p>Governance</p>	<p>Key</p> <ul style="list-style-type: none"> <li>YTD Variance</li> <li>■ &lt; 5% and less than \$50,000</li> <li>■ ≥ 5% &lt; 10% and between \$50,000 and \$100,000</li> <li>■ ≥ 10% and greater than \$100,000</li> </ul>	

### Commentary and variances

Overall regional representation and advocacy expenditure is over budget. There are no material activity variances (> or < than \$100,000).

## REGIONAL REPRESENTATION, ADVOCACY AND INVESTMENT MANAGEMENT

## Cost of services statement

REGIONAL REPRESENTATION, ADVOCACY AND INVESTMENT MANAGEMENT							
	Month			Year to date			2021/2022
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Investment management	0	500	500	23,213	5,000	-18,213	6,000
Community engagement	40,482	35,597	-4,885	382,425	368,015	-14,410	448,517
Advocacy and response	26,056	28,973	2,917	304,973	297,593	-7,380	362,771
Governance	91,501	78,658	-12,843	914,925	820,193	-94,732	1,005,255
<b>Total expenditure</b>	<b>158,039</b>	<b>143,728</b>	<b>-14,311</b>	<b>1,625,537</b>	<b>1,490,801</b>	<b>-134,736</b>	<b>1,822,543</b>
<b>Income</b>							
General rates	66,950	66,950	0	695,530	695,530	0	850,970
Direct charges	35,305	6,083	29,222	113,600	60,830	52,770	73,000
Investment funds	55,783	70,695	-14,912	816,407	734,441	81,966	898,573
<b>Total income</b>	<b>158,039</b>	<b>143,728</b>	<b>14,311</b>	<b>1,625,537</b>	<b>1,490,801</b>	<b>134,736</b>	<b>1,822,543</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Statement of financial position

This statement summarises the Council's assets, liabilities and residual equity. The statement is split between current items (those expected to be realised within 12 months) and non-current items (expected to last longer than 12 months).

	Month End Actual \$	2021/2022 Estimates \$	2020/2021 Annual Report \$
<b>Current Assets</b>			
Cash and cash equivalents	4,838,475	527,792	2,787,307
Current portion of investments	8,980,826	-	23,231,671
Trade and other receivables	3,844,212	2,000,000	8,443,489
Inventories	98,976	150,000	98,976
Loan to Taranaki Stadium Trust	-	-	5,000,000
Prepayments	469,119	100,000	262,887
Work in progress	647,166	400,000	195,100
<b>Total current assets</b>	<b>18,878,775</b>	<b>3,177,792</b>	<b>40,019,430</b>
<b>Non-current assets</b>			
Treasury investments	18,350,986	18,395,467	-
Port Taranaki Ltd	26,000,000	26,000,000	26,000,000
Civic Assurance Ltd	1,000	1,000	1,000
Regional Software Holdings Ltd	798,118	798,118	798,118
Loan to Taranaki Stadium Trust	14,500,000	17,000,000	-
Investment properties	21,305,000	19,559,000	21,305,000
Intangible assets	347,965	1,855,701	605,075
Property plant and equipment	35,011,703	38,019,734	33,964,020
Deferred tax asset	117,739	80,499	117,739
<b>Total non-current assets</b>	<b>116,432,512</b>	<b>121,709,519</b>	<b>82,790,952</b>
<b>Total assets</b>	<b>135,311,287</b>	<b>124,887,311</b>	<b>122,810,382</b>
<b>Current liabilities</b>			
Trade and other payables	7,143,057	5,000,000	7,241,384
Work-in-progress	2,171,389	600,000	1,019,752
Employee entitlements current	1,166,109	1,150,000	1,093,749
Borrowings	-	-	5,000,000
<b>Total current liabilities</b>	<b>10,480,555</b>	<b>6,750,000</b>	<b>14,354,885</b>
<b>Non-current liabilities</b>			
Employee entitlements term	470,600	564,100	470,600
Borrowings	14,500,000	17,000,000	-
<b>Total non-current liabilities</b>	<b>14,970,600</b>	<b>17,564,100</b>	<b>470,600</b>
<b>Total liabilities</b>	<b>25,451,155</b>	<b>24,314,100</b>	<b>14,825,485</b>
<b>Public equity</b>			
Retained earnings	72,554,760	67,478,937	72,377,248
Reserves	31,966,310	27,877,402	30,268,587
Asset revaluation reserves	5,339,062	5,216,872	5,339,062
<b>Total public equity</b>	<b>109,860,132</b>	<b>100,573,211</b>	<b>107,984,897</b>
<b>Total liabilities and equity</b>	<b>135,311,287</b>	<b>124,887,311</b>	<b>122,810,382</b>

## Capital expenditure and disposals

---

Capital expenditure in excess of \$10,000 for the month was:

DESCRIPTION	AMOUNT \$
Tupare House Roof	21,394
Mitsubishi Eclipse Cross	45,728
Honda Quad Side x Side	21,745
Polaris Ranger EV	22,448
Pukeiti Tramline WIP	75,848
Aerial Photography Project WIP	24,954
Riparian App Software WIP	38,880
Tupare Boundary Fence WIP	12,487
Pukeiti Waterwheel Replacement WIP	17,851

Fixed asset disposals in excess of \$10,000 for the month were:-

DESCRIPTION	AMOUNT \$
2016 Honda Quad Side x Side	11,304
2014 Nissan Navara	15,653

## Local Authorities (Members' Interests) Act 1968

Additions to the *Creditors Detail List* for the month were:

CODE	CREDITOR NAME	ADDRESS	DATE ESTABLISHED
4069	Cordis Auckland	PO Box 2771, Shortland Street, Auckland	06-Apr-22
4070	Dmack Engineering Limited	73 Union Street, Hawera	06-Apr-22
4071	Reiem Farms Limited	443 Cheal Road, RD 23, Stratford	06-Apr-22
4072	Peter & Wendy Niederberger	19B Shelter Grove, New Plymouth	06-Apr-22
4073	Headford Propagators Limited	24 Horsnells Road, RD 10, Waimate	06-Apr-22
4074	Roebuck Farm	310 Hurford Road, RD 4, New Plymouth	08-Apr-22
4075	Elixir West Cafe & Catering	281 Devon Street West, New Plymouth	12-Apr-22
4076	Williams, Mr Jeff	PO Box 41, 790 Buffalo Road, Coromandel	12-Apr-22
4077	Heart On My Sleeve Movement Limited	PO Box 1290, Chatwood 2057, Australia	14-Apr-22
4078	Te Mara Hapori ki Parihaka Incorporated	Private Bag 150, Main Road, Rahotu	14-Apr-22
4079	Kuklinski Family Trusts Partnership	107 Lower Lepper Road, RD 6, Inglewood	14-Apr-22
4080	Tui Ora Limited	PO Box 8119, New Plymouth	20-Apr-22
4081	Eco 2019 Limited	8 Parkside Road, West Harbour Auckland	20-Apr-22
4082	Quintin Oakes Builder Limited	PO Box 371, Stratford	20-Apr-22
4083	Tom and Kelly Waugh	383 Tipoka Road, Rahotu	21-Apr-22
4085	DJ Bethel Family Trust	2182 Waitotara Valley Road, Whanganui	22-Apr-22
4086	Enviser Limited	PO Box 36039, Merivale, Christchurch	26-Apr-22
4087	Waitui Trust	2667 Mountain Road, RD 24, Stratford	29-Apr-22
4088	Primehort Limited	PO Box 28, Maungaturoto	29-Apr-22

Notes:

1. The schedule of all previously listed creditors for the purpose of the Local Authorities (Members' Interests) Act 1968 is available for Members' perusal.
2. The schedule excludes any staff who may have become a creditor.
3. Under the terms of Section 6 and Section (1) of the Local Authorities (Members' Interests) Act 1968, members are required to declare if they hold directly or indirectly, a pecuniary interest other than an interest in common with the public.

## Financial delegations

The following payments were made during the period to 30 April 2022 that exceeded the budgeted approved delegated authority levels:

DESCRIPTION	AMOUNT \$
Nil	

## Aged debtors analysis

The total debtors outstanding at 30 April 2022 were aged as follows:

DESCRIPTION	AMOUNT \$	PERCENT %
Current balance	2,679,690	86
30 days balance	131,797	4
60 days balance	7,516	
90 days and over balance	310,601	10
<b>Total debtors</b>	<b>3,129,604</b>	<b>100</b>

## Reserves

As at 30 April 2022 the following reserve balances were held:

DESCRIPTION	AMOUNT \$
Contingency/Disaster Reserve	1,086,000
North Taranaki/Waitara River Control Scheme Reserve	1,668,634
South Taranaki Rivers Control Scheme Reserve	37,011
Dividend Equalisation Reserve	6,250,063
Egmont National Park Control Reserve	713,000
Endowment Land Sales Reserve	2,470,000
Waitara Lands Act 2018 Reserve	19,741,602
<b>Total reserves</b>	<b>31,966,310</b>

## Borrowings

The total LGFA borrowings at 30 April 2022 were as follows:

MATURITY DATE	AMOUNT \$	INTEREST RATE %
15/04/2024	2,000,000	1.4
15/04/2025	1,000,000	4.0
15/04/2026	1,000,000	2.5
15/04/2026	1,000,000	3.3
15/04/2026	2,000,000	3.7
15/04/2027	1,500,000	2.6
15/04/2027	1,000,000	3.8
15/05/2028	3,000,000	1.3
20/04/2029	2,000,000	4.2
<b>Total debtors</b>	<b>14,500,000</b>	<b>2.8*</b>

All borrowings are in accordance with the *Liability Management Policy*. \* Weighted average interest rate.

## Borrowing limits

Council borrowings against policy limits at 30 April 2022 were as follows:

ITEM	REQUIRED PERFORMANCE	ACTUAL PERFORMANCE
Net Debt/Total Revenue	≤225%	-37.0%
Net Interest/Total Revenue	≤15%	-0.4%
Net Interest/Annual Rates Income	<20%	-1.1%
Liquidity	>110%	321.9%
Debt Cap	\$55 million	\$14.5 million

## Bank and treasury investments

As at 30 April 2022 the following cash, bank and investment balances were held:

	% OF TOTAL	COUNCIL POLICY % LIMITS	INVESTED \$	COUNCIL POLICY \$ LIMITS	S&P CREDIT RATING	YIELD %	MATURITY DATE
<b>BNZ:</b>							
Call Account	8		2,434,019			0.3	On Call
Current Account	7		2,318,784			0.1	On Call
Waitara Lands Account			1,401			0.1	On Call
Term Investment	6		2,010,054			1.4	20/06/2022
Waitara Lands Term Investment	2		533,090			1.4	29/05/2022
<b>Total BNZ</b>	<b>23</b>	<b>50</b>	<b>7,297,348</b>	<b>30,000,000</b>	<b>AA-</b>		
<b>ASB:</b>							
Cheque Account			50				On Call
Term Investment	4		1,513,274			1.4	10/08/2022
Waitara Lands Term Investment	2		537,034			1.8	30/09/2022
Waitara Lands Term Investment	7		2,150,987			1.2	07/05/2022
Waitara Lands Term Investment	4		1,176,810			1.6	09/11/2022
Waitara Lands Term Investment	14		4,411,370			1.7	30/07/2022
<b>Total ASB</b>	<b>29</b>	<b>50</b>	<b>9,789,524</b>	<b>30,000,000</b>	<b>AA-</b>		
<b>Westpac:</b>							
Waitara Lands Account	0		482			0.1	On Call
Term Investment	6		2,020,723			1.2	30/06/2022
Term Investment	5		1,504,102			3.2	31/03/2023
Waitara Lands Term Investment	8		2,695,846			1.9	06/10/2022
Waitara Lands Term Investment	7		2,279,714			1.5	21/07/2022
Waitara Lands Term Investment	7		2,265,972			1.5	22/06/2022
<b>Total Westpac</b>	<b>33</b>	<b>50</b>	<b>10,766,840</b>	<b>30,000,000</b>	<b>AA-</b>		
<b>TSB:</b>							
Cheque Accounts			733			0.0	On Call
Call Account			83,007			0.3	On Call
Term Investment	5		1,627,111			1.9	09/10/2022
Waitara Lands Term Investment	7		2,243,225			1.5	31/07/2022



Executive, Audit & Risk Committee - Financial and Operational Report

	% OF TOTAL	COUNCIL POLICY % LIMITS	INVESTED \$	COUNCIL POLICY \$ LIMITS	S&P CREDIT RATING	YIELD %	MATURITY DATE
Total TSB	12	25	3,954,075	15,000,000	A-		
LGFA:							
Borrower Notes x 9	1	Unlimited	362,500	Unlimited	N/A	2.4	Various
<b>Total</b>	<b>100</b>		<b>32,170,287</b>			<b>1.6*</b>	

All investments are in accordance with the *Investment Policy*. \* Weighted average interest rate.

[www.trc.govt.nz](http://www.trc.govt.nz)



**Date:** 20 June 2022

**Subject:** **Health and Safety Reporting**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3077472

---

### **Purpose**

1. The purpose of this memorandum is to receive and consider reports on health and safety performance.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the April 2022 health and safety report
- b) receives the May 2022 health and safety report.

### **Discussion**

2. The April and May 2022 health and safety report are attached.
3. As the COVID-19 case numbers are still significant in Taranaki, the Council has continued its response. Currently, the Council is Rapid Antigen testing all persons who are required for any in-person meetings/training. The Council has had 3-5% of staff isolating as household contacts, or who are COVID positive during the months of April and May.
4. Council work has been categorised into Critical, Important and Business as Usual functions. No Critical, Important functions are yet to be impacted by COVID-19. Some Business as Usual functions are facing some pressure due to Officers isolating or being COVID-19 positive. The isolation timeframe decreasing from 10 to 7 days is assisting in this area.
5. As the country has moved from the Red to Orange settings, all protocols have been reviewed and amended where necessary.

### **Financial considerations—LTP/Annual Plan**

6. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in

this memorandum has been prepared in accordance with generally accepted accounting practice.

### **Policy considerations**

7. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

### **Iwi considerations**

8. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

### **Community considerations**

9. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

### **Legal considerations**

10. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

### **Appendices/Attachments**

Document 3076947: April 2022 Health and Safety Dashboard

Document 3077074: May 2022 Health and Safety Dashboard



## Health and Safety Dashboard

Reporting Period:

1 – 30 April 2022

### Incidents (1 July 2021 – 30 June 2022)

<b>Illness 0 (1)</b>	<b>Incidents 1 (11)</b>	<b>Injury 2 (28)</b>
----------------------	-------------------------	----------------------

<b>ACC Claims 1 (5)</b>	<b>Near Miss 0 (28)</b>	<b>Notifiable 0 (1)</b>
-------------------------	-------------------------	-------------------------

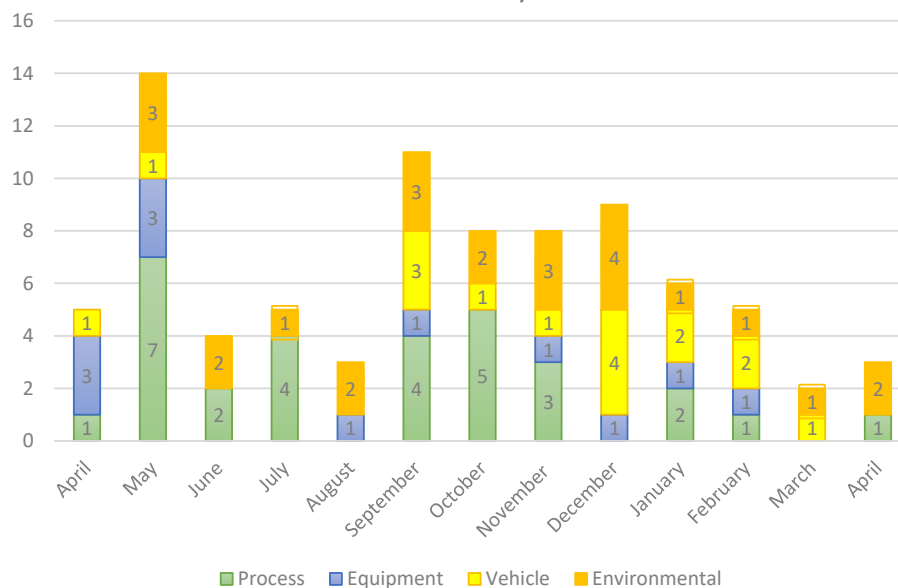
### Types of Incidents and Injuries

Slips/Trips/Falls (no injury)	
Sprains/Strains	1
Cuts/Abrasions	1
Bruising	
Near Miss	
Vehicle Damage	
Insect Stings	
Other	1

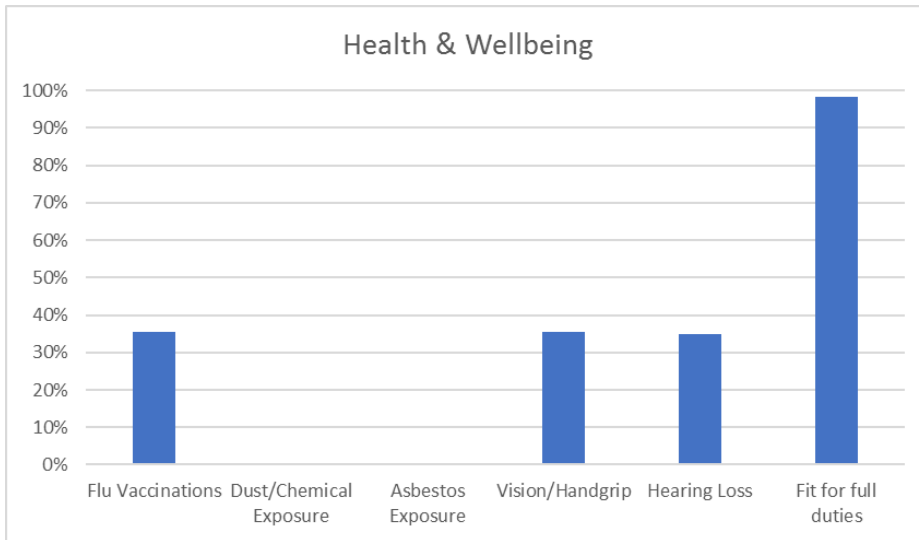
No Treatment	
First Aid	1
Medical Centre	1
Physiotherapy/Osteopath	
Hospitalisation	

Formal Investigation	
WorkSafe Investigation	

Incidents and Near Misses by Incident Mechanism



## Health and Wellbeing



Due to COVID, the Council is unable to complete monitoring of dust, chemical or asbestos exposure to our staff.

## Health and Safety Objectives Update

### Te Whare Tapa Whā

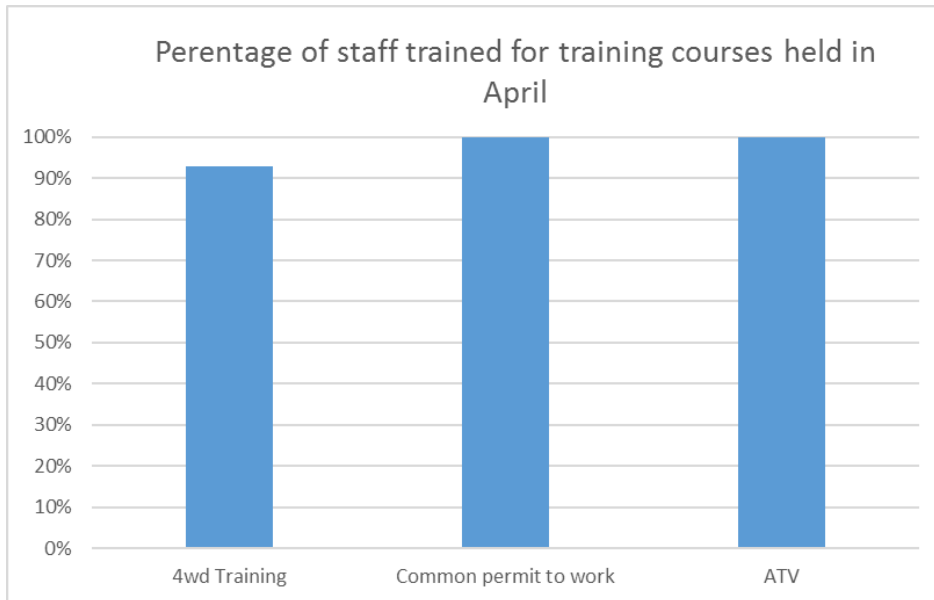
Te Taha Tinana (Physical) – flu vaccinations were available on site

Te Taha Whānau (Family & Social) – Easter BBQ Breakfast was held on the 14 April, which brought all the staff together.

### Work in Progress

COVID response – reminder for staff regarding the benefits of getting a COVID Booster.

H&S guidelines updates



Critical events or have the potential to be critical			
Event	Potential Consequence	Actual Consequence	Potential Controls to implement
Trailer become unhitched	HIGH	LOW	Trailer training to be amended, Pre-start check list
Insecure building – hydrology building was left unlocked	HIGH	LOW	Security review – reminder to all staff to lock the doors after 4 pm



## Health and Safety Dashboard

Reporting Period:

1 – 31 May 2022

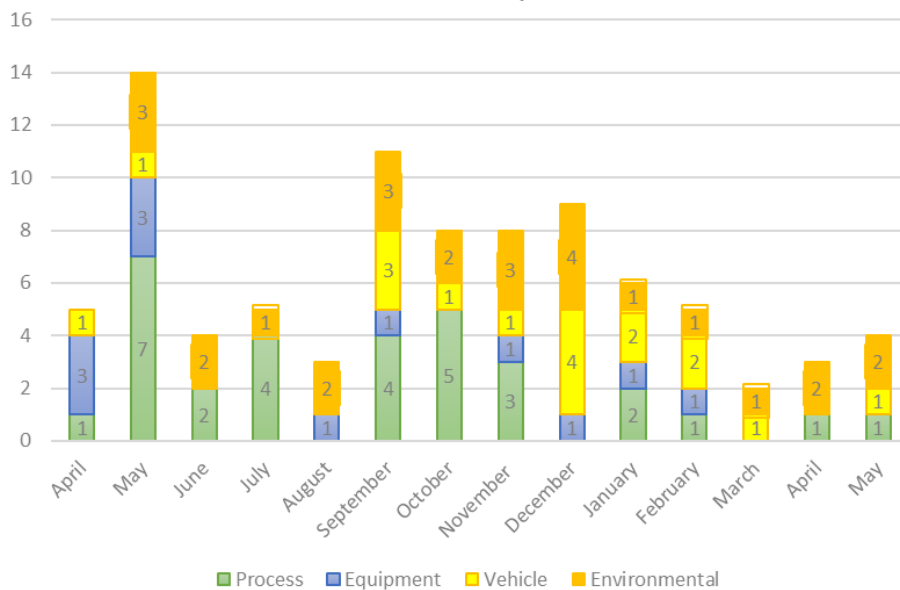
### Incidents (1 July 2021 – 30 June 2022)

<b>Illness 0 (1)</b>	<b>Incidents 1 (12)</b>	<b>Injury 2 (30)</b>
<b>ACC Claims 0 (5)</b>	<b>Near Miss 1 (29)</b>	<b>Notifiable 0 (1)</b>

### Types of Incidents and Injuries

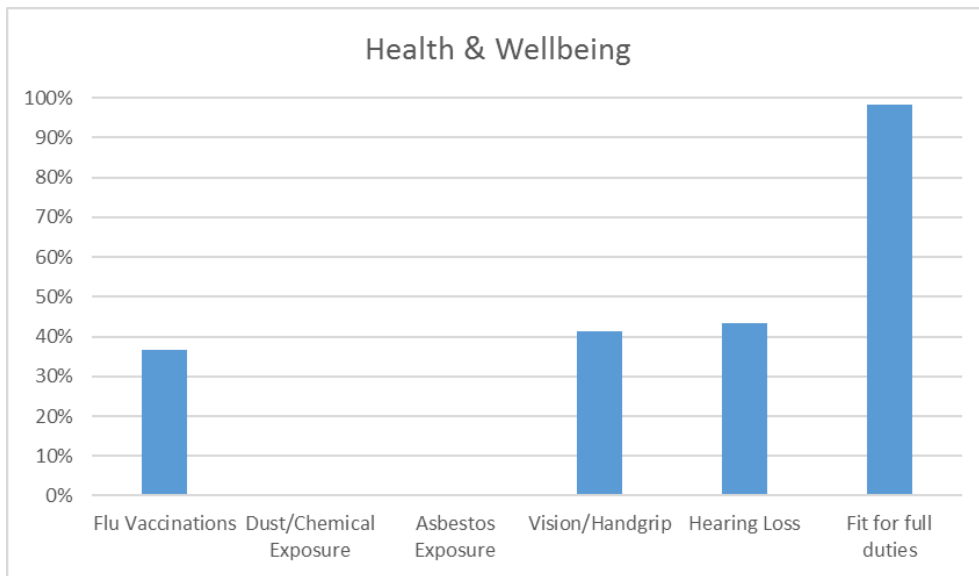
Slips/Trips/Falls (no injury)	1	No Treatment	
Sprains/Strains		First Aid	2
Cuts/Abrasions		Medical Centre	
Bruising		Physiotherapy/Osteopath	
Near Miss	1	Hospitalisation	
Vehicle Damage			
Insect Stings		Formal Investigation	
Other	1	WorkSafe Investigation	

Incidents and Near Misses by Incident Mechanism





## Health and Wellbeing



Due to COVID, the Council is unable to complete monitoring of dust, chemical or asbestos exposure to our staff. This data is for the calendar year.

## Health and Safety Objectives Update

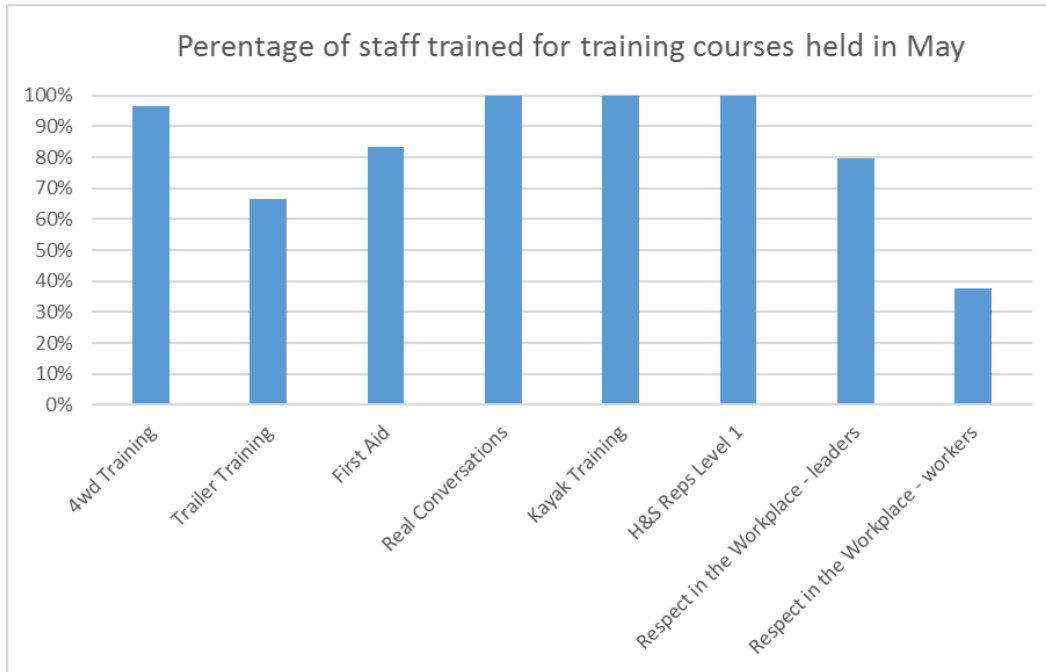
### Te Whare Tapa Whā

Te Taha Tinana (Physical) – flu vaccinations vouchers were available for local pharmacies for those who needed them.

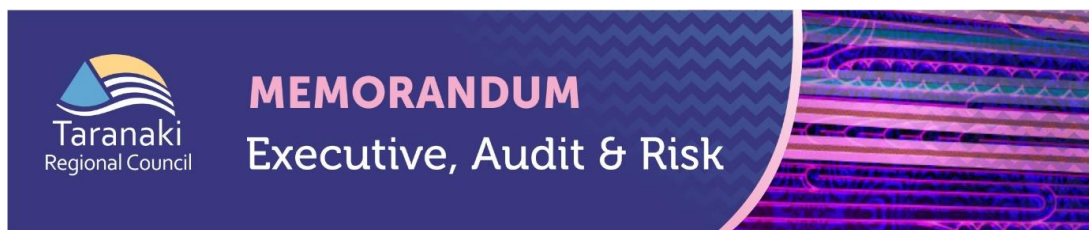
Te Taha Hinengaro (Mental and Emotional) – Respect in the Workplace (bullying and harassment) training given to Managers and Directors, with E-learning developed for staff. Pink Shirt Day celebrated.

### Work in Progress

2022/2023 H&S Annual Plan



Critical events or have the potential to be critical			
Event	Potential Consequence	Actual Consequence	Potential Controls to implement
none			



**Date:** 20 June 2022

**Subject:** **Update and Future Steps for Public Transport**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3077730

---

### **Purpose**

1. The purpose of this memorandum is to provide an update to the Committee regarding current public transport improvements to date and the strategy and deliverable improvements to Public Transport for the upcoming financial year.

### **Executive summary**

2. In the 2021/2022 financial year significant work to improve the simplicity, attractiveness and relevance of Public Transport as an option for the people of Taranaki has been completed. This has included the foundations for integrating technology, timing improvements and improved intra-regional services based on need and demographic shifts due to economic conditions that continue to evolve due to global and domestic uncertainty.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the memorandum *update and future steps for Public Transport*
- b) notes the update on performance for the current financial year future strategy and implementation for the coming financial year.

### **Background**

3. There have been significant changes in Public Transport in the past 12 months with the delivery of the fare zone project, and simplification of fares and a focus on genuine customer care. This has been a significant multi-streamed piece of work and this has now formed the foundations for the second phase of improvements. The delivery of the improved and refreshed timetables, including additional support for Bee Card users, clearer pricing for travel and 'how to tips' for first-time bus users.
4. New services rolled out include the 'Your Connector' trial with the support of Dialog Fitzroy, which has been expanded to include a return service from Hawera to New

Plymouth which has been by far the biggest success in Transport. The Connector service has had patronage of 31,498 trips to the end of May 2022. The total number of trips for the entire 2020/21 year was 26,775. This is currently 30% ahead year to date, and pleasing in the midst of an Omicron outbreak. Todd Energy have also just received a supply of Bee Cards to support their staff and contractors to make the mode shift change, and TRC is grateful for their support alongside Dialog.

5. Citylink services have also held well during Omicron, being 448,603 trips to the end of May 2022 and only 9% down year on year. Business Continuity Planning (BCP) and operational strategy meant that only one service needed to be merged (not cancelled) due to driver illness and a trial 'catch up' Orbitor was suspended as passenger numbers were such that the existing services managed capacity needs. This continued delivery was despite over 25% of the driver pool being down at any one time with Covid-19 over a two-week period. One noted shift in the past 12 months has been supergold card holder travel, which unsurprisingly has decreased with the increased fear and risk for the elderly. This free travel continues to be offered to Supergold card holders in Taranaki - but the amount claimable from Waka Kotahi has reduced due to these changes.
6. Southlink Services continue to be operated well and Waverley to Hawera is up 18% year to date. Ōpunake to Hawera is in line with 2021, and Ōpunake to New Plymouth is down 30%. The Southlink services form part of the upcoming work streams, in terms of refreshing the service and ensuring we are meeting the community needs.
7. Now we have an increasing community engagement in Public Transport, and the support of New Plymouth District Council, as well as community groups such as "I love Public Transport Taranaki" the opportunity exists to further improve the current state of services. This is based on community feedback and has been part of the medium term strategy of increased technology support and updating routes and improving both frequency and coverage. The Your Connector service stands out as the example of meeting community need by adjusting services - and consequently increasing patronage. The next phase is to replicate this within the New Plymouth catchment. Accordingly, a preliminary review by an external transport planner has been completed, and will be further engaged to provide improvements to routes, both current and new. This includes work that has commenced on spatial patterns and urban sprawl - linking back to frequency of services, and creating 'express services' for areas of growth in Taranaki and moving people back to the New Plymouth CBD for work and recreation.
8. Reliability of service has been proven in Taranaki with the consistent delivery of services through the Covid-19 pandemic. Taranaki is one of the few regions that does not have customer interface that supports this - or can prove the reliability either by App or Web access. As the current routes and files are now completed the TRC team is engaging with a provider to deliver a monitoring service for internal purposes and contract management. With the work completed in 2021, with simplification and correction of background files, the time is now right to move to this next phase in improvements. This system has the benefit of being able to provide 'real time' updates to customers wanting to use the bus - but also want to know if they have time to purchase a coffee or visit a retail store before the bus arrives. The economic benefits and potential to increase mode shift, and support the reinvigoration of the New Plymouth CBD has excellent potential and will be the priority project for the upcoming financial year.
9. Brand refresh will be a form a part of this project - with the current marketing materials and branding now looking dated for all services the opportunity exists to move public transport into a more modern, attractive look. The current trial of the Your Connector

has reflected that buses that look fresh do attract attention - and are noted regularly on our state highways. The existing Connectors are difficult to identify in comparison and across Citylink, Connector and Southlink there is no common theme to both identify these as public transport, but different services for our region.

### **Financial considerations—LTP/Annual Plan**

10. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

### **Policy considerations**

11. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

### **Iwi considerations**

12. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

### **Community considerations**

13. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

### **Legal considerations**

14. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.



**Date:** 20 June 2022

**Subject:** **Endorsement of submission on Horizons Draft Regional Public Transport Plan 2022**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3076819

---

### **Purpose**

1. The purpose of this memorandum is to seek formal endorsement of a submission on the *Horizons Draft Regional Public Transport Plan 2022-2032*.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the memorandum entitled *Endorsement of submission on Horizons Draft Regional Public Transport Plan 2022-2032*
- b) endorses the submission made to the Horizons Regional Council on the *Horizons Draft Regional Public Transport Plan 2022-2032*.

### **Background**

2. As Members are aware, under the *Land Transport Management Act 2003*, each region is required to develop a regional public transport plan (RPTP) to guide the region's public transport network for the next 10 years. RPTPs are an instrument for engaging with the public and stakeholders on the vision, design, and operation of the public transport network within their region.
3. The current *Taranaki RPTP 2020-2030* was finalised in October 2020 and is scheduled for review in 2023. Much has clearly evolved since the adoption of the current RPTP in terms of community and Government aspirations for public transport. The Long-Term Plan process for 2021-2024 saw the Taranaki community speak clearly in favour of a step-change in public transport, and work is well underway to help realise this. Aligning with neighbouring regions is going to be vital going forward.
4. Horizons Regional Council released their *Draft Regional Public Transport Plan 2022-2032* for consultation from 11 April to 12 May 2022.
5. The Council took the opportunity to make a submission to support Horizons' stated aspirations to grow inter-regional public transport connections. Unfortunately, the

timeframes involved did not allow the submission to go before Council prior to submission. It was however circulated in draft to Councillors Van Der Leden and Littlewood who had approached staff regarding making a submission.

6. This item seeks to formalise endorsement of that submission.

### **Submission summary**

7. A copy of the submission is appended to this memorandum.
8. The submission focuses on the guiding strategic framework and the inter-regional aspects of the draft Plan. In brief, the submission is highly supportive, most specifically of:
  - The plan's overall vision, particularly noting the aspiration for public transport to become the preferred mode of transport in and between urban areas
  - The plan's six objectives guiding the vision, particularly the 'simple and affordable fares objective' which aligns well with the Council's successful changes earlier this year
  - The introduction of ambitious 10-year targets within the plan to help signal and drive the high level of change sought for the public transport system in the Horizons region
  - Horizons seeking to explore and improve regional public transport connections – particularly the proposed review of regional and inter-regional services, and the High priority ranking assigned to that review.
9. The submission highlights the limited provision of inter-regional services between Taranaki and Horizons, and notes community support for improving this situation. It further noted that the Council looks forward to working with Horizons to scope out and develop better inter-regional public transport connections for the benefit of both our regional communities, and national emission-reduction goals.

### **Financial considerations—LTP/Annual Plan**

10. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

### **Policy considerations**

11. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Land Transport Management Act 2003*, *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

### **Iwi considerations**

12. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

**Community considerations**

13. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

**Legal considerations**

14. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

**Appendices/Attachments**

Document 3048059: Taranaki submission to Horizons on their draft Regional Public Transport Plan 2022





11 May 2022  
Document: 3048059

Draft Regional Public Transport Plan consultation  
Horizons Regional Council  
Palmerston North 4442

Via email to: [transport@horizons.govt.nz](mailto:transport@horizons.govt.nz)

Dear Sir / Madam

## Submission on Draft Regional Public Transport Plan 2022-32

### Introduction

1. The Taranaki Regional Council (Council) thanks Horizons Regional Council (Horizons) for the opportunity to make a submission on Horizons' *Draft Regional Public Transport Plan* (the draft Plan).
2. The Council makes this submission in recognition of its:
  - functions and responsibilities under the *Local Government Act 2002* and the *Resource Management Act 1991*;
  - functions and responsibilities under the *Land Transport Management Act 2003* (LTMA), including those of provision of public transport within the region; and
  - regional advocacy responsibilities whereby it represents the Taranaki region on matters of regional significance or concern.
3. Council has also been guided by its Mission Statement '*To work for a thriving and prosperous Taranaki*' across all of its various functions, roles and responsibilities, in making this submission.
4. Council notes that it works with territorial authorities and other stakeholders in Taranaki to enable a resilient and safe, multi-modal transport system. The Taranaki Regional Transport Committee is a standing committee (under the LTMA) of the Taranaki Regional Council, which includes representation from the Taranaki Regional Council, the New Plymouth, Stratford and South Taranaki district councils, and Waka Kotahi. One of the Committee's key responsibilities is to prepare, review, vary and monitor the implementation of the *Taranaki Regional Land Transport Plan* (RLTP). The Council therefore considers solutions that address the four community well-beings (LGA) as well as the wider range of objectives in the RLTP.

## General comments

5. The following background points have been noted by the Council as part of their consideration of the matters raised in the draft Plan:
  - Under the LTMA, each region is required to develop a regional public transport plan (RPTP), to guide the region's public transport network for the next 10 years. An RPTP is an instrument for engaging with the public and stakeholders on the vision, design, and operation of the public transport network within a region.
  - Currently, there are no cross-regional public transport services between our two regions.
  - The current Taranaki RPTP is due for review, which is scheduled for 2023. The *Taranaki RPTP 2020-2030* was finalised in October 2020, and much has clearly evolved since then in terms of community and Government aspirations for public transport. The Council's Long-Term Plan process for 2021-2024 saw the Taranaki community speak clearly in favour of a step-change in public transport, and work is well underway to help realise this.
6. The Council congratulates the Horizons Passenger Transport Committee and Horizons transport officers on the high quality of the draft Plan. The Plan is clearly structured and articulated, with excellent supporting graphics. The Council's feedback focuses on the guiding strategic framework and the inter-regional aspects of the draft Plan.

## Overview and strategic framework

### Challenges

7. Council both agrees with, and shares, the challenges outlined in Section 4.3 of the Plan. In particular, Council strongly supports the following statement from p.41 *"Councils across the country are all facing similar challenges regarding funding for public transport. In the Horizons region, we are strongly motivated to provide the best public transport system possible, that gets widely used and reduces the reliance on other traditional travel modes. However this comes at a cost. Changes to the funding model and finding innovative ways to fund public transport are possible though not always achievable. Lobbying central government for greater and more flexible funding is a key challenge moving forward as is securing enough funding to increase public transport services."*

The problem statements identified in the Investment Logic Mapping process undertaken as part of developing the draft Plan, resonates with the Council. In particular, the Council shares the third challenge, as outlined on p46 as – *"The public transport system is not set up to help reduce emissions and environmental impacts leading to the inability to deliver on community and government expectations. Reducing emissions has not historically been a primary focus for the public transport network in the region. As identified earlier in the Plan, it has focused on providing a level of service in urban areas for those with the greatest need. This is different than providing a public transport network that supports a reduction in transport emissions. To do this, the public transport network needs to appeal and attract a wider range of users."*

## Vision

8. The Council strongly supports the Plan's overall Vision, particularly noting the aspiration for public transport to become the preferred mode of transport in and between urban areas.

## Objectives

9. The Council further supports the six Objectives outlined to guide achieving the Vision. The Objectives are well aligned to those of the Council for Taranaki's public transport network, which will be more strongly articulated in our reviewed RPTP when it has been updated to reflect the strategic direction provided by the Taranaki RLTP 2021 and the Council's *Long-Term Plan 2021/2031*.
10. Specific support is made for the 'Simple and affordable fares objective'. Council likewise made this a high priority and as of 31 January 2022, the number of bus fare zones in Taranaki reduced from 25 to just four. There is now a flat fare for all passengers travelling within a single zone, with an additional \$1 for each boundary crossed. That means a single journey anywhere within New Plymouth (including Bell Block and Egmont Village) is just \$2 and a trip from Hāwera to New Plymouth is just \$5, with a Bee Card. Community feedback to the change has been overwhelming positive.
11. Council notes Horizons previous approach of defining services only as urban or rural, and strongly supports the change to a layered network approach consisting of:
  - **Core** services provide direct, frequent services that connect people with destinations along key transport corridors.
  - **Local** services provide coverage on areas of the public transport network not well served by the core services and connect to the core network.
  - **Regional and inter-regional** services link core urban networks to other core urban networks, and/or link two or more urban areas of varying sizes.
  - **Targeted** services provide services to areas or link destinations where there is not a core or local service, or where normal services cannot meet peak demand.

## Targets

12. Council notes and supports the introduction of 10-year targets within the Plan to help signal and drive the high level of change sought for the public transport system in the Horizons region. In particular, the following targets (outlined in Section 6.3) are supported:
  - Mode Share - At least 10% of travel in the region to be by public transport by 2032.
  - Carbon emissions - At least 70% reduction in greenhouse gas emissions per kilometre travelled for public transport bus services by 2032.
  - Patronage - At least 200% increase in public transport patronage by 2032.
13. Council strongly supports the ambitions of the draft Plan identified in these targets. A high level of change is required in each region to achieve community aspirations around access and mode shift, as well as national commitments around decarbonisation. The imminent release of the first national *Emissions Reduction Plan* and an associated *Vehicle Kilometres Travelled (VKT) Reduction Plan*, make this more critical than ever.

### Provision of inter-regional services between Taranaki and Horizons

14. As shown in the overview of public transport provision in the Horizons region in Figure 8 (p.19 of the Plan), there are currently no cross-regional public transport services between our two regions.
15. Provision of public transport is currently restricted to being within local government regional boundaries, which are based primarily on water catchments. This is arbitrarily limiting for transport services and does not serve our regional communities optimally.



16. The above map of Taranaki shows the district, regional and urban boundaries relating to the RLTP. Current Taranaki services reach as far south as Waverley, but only twice a week. Provision of public transport to the South Taranaki District, which neighbours the Whanganui District, is currently limited to:
  - rural 'SouthLink' branded services, which include a twice-weekly service from Hāwera to Waverley (refer to the SouthLink branded service brochure attached); and

- a four-return services per week day 'Connector' (see map at the end of this submission) with the region's urban city of New Plymouth and it's 'CityLink' network.
17. InterCity operates a commercial inter-regional coach service along State Highway 3, which is limited to one service, four days per week (Tuesday/Wednesday/Saturday/Sunday). Understandably, the coach business model is largely based around recreation, where travelers have flexibility about arrival times. This is clearly not conducive to commuting for work or education, and is very limiting and expensive for even targeted day trips – for example accessing medical appointments, sporting and cultural events, or visiting Whanganui Prison or Whanganui Hospital.
  18. The town of Waverley is equidistant between the town of Hāwera (in South Taranaki) and Whanganui city at around 44km in each direction. Currently, the only public services supporting the around 2500 residents are to Hāwera twice-weekly.
  19. Many people cross the regional border in either direction for work, either into Whanganui from Taranaki, or from Whanganui into South Taranaki – in particular to the Silver Fern Farms processing site near Waitotara. It is worth noting that South Taranaki District Council has shown great commitment to ensure resilient access to this workplace through the multi-million dollar Nukumarua Station Road Extension project.
  20. Additionally, the Council notes that iwi tribal boundaries/affiliations do not correlate to local government boundaries, which is another reason to ensure that broader public transport options are considered. In the context of RPITPs, this particularly affects one of Taranaki's eight iwi, Ngaa Rauru Kaitiaki, which is located largely in South Taranaki but have a number of their marae and other cultural affiliations in the Whanganui district.
  21. Council therefore **strongly supports Policy 1.5 and its associated actions** (as outlined on p.50 of the Plan and copied in the table over page for ease of reference). Council greatly appreciates Horizons willingness to investigate improving public transport connections that cross our regional boundaries. While the governing legislation of the LTMA is yet to catch-up in terms of appropriately considering provision and funding of cross-boundary public transport, it is clear that such thinking will not serve the decarbonising aspirations of the community and country – particularly with institutions and their services becoming more centralised e.g. education, corrections, and hospital services. The Council believes there would be a range of economic, social and environmental benefits to both regions to having better public transport links with each other.

22. Strong support is also provided by the Council for the 'High' priority ranking assigned to the 'Regional and inter-regional services review' noted within Appendix 1 (excerpt to right) which outlines the Plan's existing and potential Public Transport Units

Service Unit	Service area/route	Proposed changes / investigations	Service type proposed	Start	Priority
Regional and inter-regional services	Region wide and inter-regional	Undertake a region-wide review of regional and inter-regional services to ensure we have a connected and efficient network. Identify opportunities to reach, or better reach parts of the region with a network-oriented approach.	Regional and Inter-regional	Review by 2024	High

<p>1.5. Investigate options to review and improve regional and inter-regional connectivity</p>	<ul style="list-style-type: none"> <li>• Undertake a region-wide review of regional and inter-regional services to ensure we have a connected and efficient network. Identify opportunities to reach, or better reach parts of the region with a network-oriented approach.</li> <li>• Look for opportunities to better serve smaller communities at low cost by incorporating them into viable regional and inter-regional routes that connect multiple urban areas.</li> <li>• Collaborate with central government agencies, territorial authorities and local communities to identify the demand and willingness to financially support services that improve regional connectivity.</li> <li>• Consider and adjust the way separate districts are reviewed to ensure that geographically linked improvements are connected and lead towards a simple, cohesive and convenient network.</li> <li>• Consider requests for new regional services from relevant territorial authorities, community boards, or resident groups when:             <ul style="list-style-type: none"> <li>- The proposed regional connection is consistent with the objectives of this Plan;</li> <li>- There is potential for a suitable and sustainable level of demand; and</li> <li>- There is community willingness to financially support the introduction of a regional connection.</li> </ul> </li> <li>• Consider and support requests, where there is a willingness for the community or territorial authority to explore options, policies, or incentives within their control to make the service a success.</li> <li>• Investigate options for connecting the Capital Connection rail service to other areas of the region that don't have passenger rail.</li> </ul>
--	---

23. Council believes there to be strong support in Taranaki for better linking our two regions with public transport. From New Plymouth to Whanganui and further afield, with particular emphasis on the Hāwera to Whanganui section of the route, which will also provide for Patea, Waverley and Waitotara. The Council wishes to work with the Horizons Regional Council to investigate options for providing inter-regional services.

24. Council notes the cross-boundary Levin to Waikanae service mentioned in 4.1.5 [Regional services] p.31, which is supported by Greater Wellington Regional Council as well as Horizons.

### **Passenger rail**

25. Council notes the increasing importance of the Capital Connection passenger rail service that travels between Palmerston North and Wellington, both for connectivity and achieving emissions reductions into the future. Strong support is given for securing, extending, and leveraging off this service wherever possible.

26. It is noted that many of the urban areas in the Manawatū-Whanganui region are along existing rail lines, which may make them easier to service with future growth in passenger rail. The Council agrees that while there is a long timeline for improvements in rail, feeder bus services to upcoming rail improvements may help to grow demand for future services.



27. Council therefore provides support for investigating how to connect the Capital Connection rail route between Wellington and Palmerston North to possible rail services heading to other parts of the region, such as Whanganui. There is certainly aspiration for our community to have links to the Capital Connection passenger rail service in future.
28. There are two rail corridors crossing between our regions that provide potential long-term opportunities for passenger rail, including the Marton to New Plymouth Line (which connects Marton – Whanganui – Hāwera – Stratford – New Plymouth). Though a great deal of committed investment would be needed before that potential could be realised from this currently freight-only line, there is certainly community support for the provision of passenger rail in future.
29. Support is also provided for the Capital Connection Passenger Rail Service being removed from the Exempt Services listing – per footnote on p.74.

### **Summary and conclusion**

30. In summary, the Council thanks the Horizons Regional Council for the opportunity to provide feedback on the *Draft Regional Public Transport Plan 2022-32*. It is an excellent document with great aspirations.
31. The Council strongly supports Horizons seeking to explore and improve our regional public transport connections – particularly the proposed review of regional and inter-regional services, and the High priority ranking that has been assigned to that review.
32. The Council looks forward to working with Horizons to scope out and develop better inter-regional public transport connections for the benefit of both our regional communities, and national emission-reduction goals.
33. The Council does **not** wish to speak to its submission.

If you require any additional information on this submission, please contact Fiona Ritson, Senior Policy Analyst (Fiona.Ritson@trc.govt.nz or 06 765 7127).

Yours faithfully



MJ Nield  
**Director – Corporate Services**

### Attachments – current South Taranaki bus service information

While the city of New Plymouth is served by an extensive urban bus network, the current bus service provision for Central and South Taranaki and towards the border with Whanganui is currently very limited. Details of the two existing service routes are provided here for reference.

**Timetable and fares WAVERLEY - PATEA - HAWERA**

**ONE-WAY FARES**

Waverley	\$3.00	Patea	\$3.00	Kakaramea	\$3.00	Manutahi	\$3.00	Mokoia	\$3.00	Hawera	\$3.00
----------	--------	-------	--------	-----------	--------	----------	--------	--------	--------	--------	--------

**All fares only \$3\***

Operates every Tuesday & Thursday

A \$1 discount is available for ACCESS card holders.  
A \$1 discount is available for school age children.  
Under-5s are free when accompanied by a fare-paying adult.  
SuperGold Card holders travel FREE at times highlighted below.

Kakaramea, Manutahi and Mokoia stops on demand. Passengers must book through Weir Bros. **Please book your seat**

Waverley to Hawera				Hawera to Waverley**			
		Tues	Thurs			Tues	Thurs
Waverley	Farm Source, Weraroa Rd	8.45am	9.00 am	Hawera	i-Site, High St	3.40 pm	2.00 pm
Patea	South Taranaki Museum	9.00 am	9.15 am	Patea	opp. South Taranaki Museum	4.10 pm	2.30 pm
Hawera	i-Site, High St	9.30 am	9.45 am	Waverley	Farm Source, Weraroa Rd	4.25 pm	2.45 pm

\*\$3 fares will be reviewed in June 2019. Tuesday service is operating on a six month trial basis. \*\*Return service may be delayed if Connector is delayed.

**Southlink**  
Weekly bus service

For BOOKINGS and more information please contact:

**Weir Bros Transport**  
17 Turuturu Road, Hawera  
Phone: local - 278 5858  
Fax: 06 278 5252  
Email: weirbros@tra.co.nz

**South Taranaki I-SITE**  
55 High Street, Hawera  
Phone: local - 278 8599  
or 0800 111 323  
Fax: 06 278 6599  
Email: visitorinfo@stide.govt.nz

Supported by

**Taranaki Regional Council**

**South Taranaki District Council**

**taranakipublictransport**  
[www.taranakibus.info](http://www.taranakibus.info)  
Effective from 8 January 2019

**Southlink**  
Twice weekly bus service

**WAVERLEY - PATEA - HAWERA**  
Routes • timetables • fares

Operates every Tuesday & Thursday

**All fares only \$3\***

\*\$3 fares will be reviewed in June 2019

Supported by

**Taranaki Regional Council**

**South Taranaki District Council**



Operates every  
Tuesday & Thursday

# Southlink

## Weekly bus service

### WAVERLEY - PATEA - HAWERA

#### TUESDAY SERVICE

Link with the Connector and travel north on SH3.  
**Hawera to New Plymouth return service**  
via intermediate towns.

CONNECTOR SERVICE IS SUPER GOLD CARD ELIGIBLE

These services are supported by:

Hawera

Patea

Waverley

Even if you are not at a bus stop, you can still signal the driver to stop.





**Date:** 20 June 2022

**Subject:** **Pukeiti Upgrade Update**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 3066610

---

### **Purpose**

1. The purpose of this memorandum is to update the Council on the Pukeiti upgrade.

### **Recommendation**

That the Taranaki Regional Council:

- a) receives and notes the memorandum *Pukeiti Upgrade Update*.

### **Background**

2. The Pukeiti Asset Management Plans current and former were adopted to position and resource Pukeiti as a world-class garden and rainforest experience.
3. To date the upgrade of the cultivated areas comprising zone one – “The Garden” and zone two – “The Collection”, have largely been completed. Since the first plans of 2012 this has entailed a comprehensive range of new builds, carparks, artwork, tracks, storytelling, garden refurbishments, utilities, pathways and staff resourcing.
4. The remaining work for zones one and two includes back-up power supply to overcome the regular power cuts that disrupt the service delivery, artwork and associated landscaping in zone one and an adventure trail in zone two.
5. The quality of the display garden has significantly improved and will continue to be a significant focus as part of the garden operation.
6. In terms of the management of the plant collection within the display gardens, there is a significant range of collection plants grown for their scientific value.
7. The Council has a partnership with the Pukeiti Rhododendron Trust and Massey University to implement an ex-situ rhododendron conservation project that benefits Pukeiti by positioning it as Aotearoa's rhododendron hub and aligns us globally as a key repository for rhododendron conservation. The Trust advises and financially supports us with the collection management.

8. When the upgrades have reached certain milestones, the Council has activated these through events and marketing to engage our wider community in these new experiences. Examples being the Rainforest Centre opening, and the Treehouse Trails.
9. The pandemic has stymied the momentum in terms of visitor growth and activating new experiences, (the fitness trail is an example of a completed project which was unable to be effectively launched).
10. The last major development at Pukeiti is the opening up of the Rainforest with access and activities based on environmental recreation (as well as the possibility of connecting it to the Gardens to the south and the Kaitake Trail and Ōakura to the north west). Importantly it was always envisaged that the Rainforest as an environmental recreational destination would stand alone as a significant new visitor attraction and that the projects completed, in progress and planned, would provide an excellent half-day experience for a range of demographics, especially families. Within Taranaki, there is a limited range of family focused biking and hiking experiences that in addition would strongly complement the existing garden and hospitality experiences.
11. Work to date includes the construction and activation of the Piwakawaka Family Hut. This facility has been heavily booked since it was opened in 2019.
12. Council has a Certificate of Compliance from New Plymouth District Council (NPDC) which was granted in January 2020 to construct an east and west loop on each side of the historic Tramline, designed for family hiking and biking through a tailored environmental recreation experience.
13. Council has submitted an earthworks consent for the Tramline as it is a registered twentieth century archaeological site as part of the NPDC District Plan.
14. Council had finalised designs and costings for a canopy bridge to provide an accessible link between the Gardens and the Rainforest. This would be an iconic new attraction that would have broad appeal.
15. Council has budgeted to build a small suspension bridge across the Timaru Stream tributary to provide a link to four-star accommodation at the Patuha Lodge.
16. Council is currently opening up old bulldozed tracks in the south block (area approx. 25 ha.). This will initially improve access for predator control but may also be another area for public use including horse trails (subject to feasibility).

## **Discussion**

17. The Council is currently awaiting the outcome of the Tramline consent, which is pivotal to the Rainforest experience. When the consent is granted, the actual new work would be a 400 m section of new track and a 40 m suspension bridge. The rest of the track work is formed, ready for water tabling and metalling (1200 m).
18. The Canopy Walk was budgeted to cost \$2.7m prior to the pandemic and the consent was ready to submit, however mana whenua indicated that they have concerns about the visual impact of the bridge due to the height of the two masts, and that therefore would undermine the mana and wairua of the mounga. It is also relevant that, given the significant increases in construction costs that have occurred since Covid, the cost of constructing the originally proposed Canopy Walk will have increased significantly.
19. Against the above background it is proposed that Council should work with mana whenua on how it can link the Gardens with the Rainforest so that it is accessible to all and cost effective.

20. A significant opportunity that would underpin the opening up of the Rainforest is to create a unique environmental recreation experience so that all users would connect strongly with the landscape and biodiversity. This would comprise of:
  - thoughtfully designed tracks and laybys to slow riders down so that hikers and riders can both use the shared sections safely
  - engaging environmental interpretation
  - logging camp installation using original equipment
  - forest school site for school groups to gather in a predator free rainforest
  - paint-mine installation.
21. In light of the uncertainties around the wider opportunities, the construction of the Patuha Bridge should be delayed until a better understanding of the potential visitor use is understood. This project was planned and budgeted for on the expectation of family mountain biking growth because of the Kaitake Trail.
22. Once we have a clear understanding of next steps we would engage in partner/stakeholder engagement with mana whenua, Department of Conservation (DoC), Parininihi Ki Waitotara (PKW), Venture Taranaki Trust (VTT), New Plymouth District Council (NPDC), Taranaki Arts Festival Trust (TAFT) Pukeiti Rhododendron Trust (PRT) etc.

#### **Financial considerations—LTP/Annual Plan**

23. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

#### **Policy considerations**

24. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

#### **Iwi considerations**

25. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan.

#### **Community considerations**

26. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

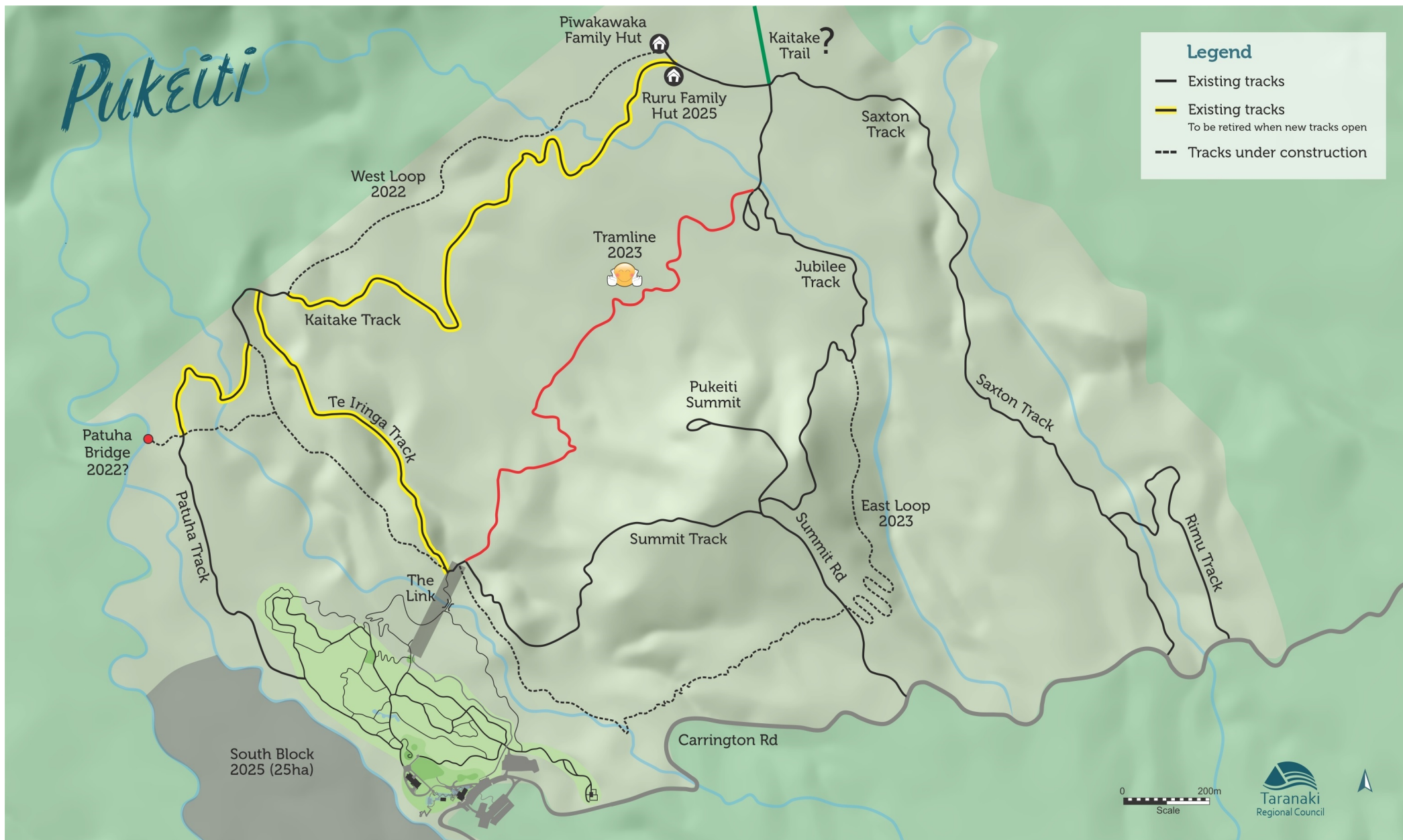
**Legal considerations**

27. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

**Appendices/Attachments**

Document 3078026: Pukeiti Rainforest Proposed Works June 2022 (003)





## **Executive, Audit & Risk Committee Public Excluded**

In accordance with section 48(1) of the *Local Government Official Information and Meetings Act 1987*, resolves that the public is excluded from the following part of the proceedings of the Executive, Audit and Risk Committee Meeting on Monday 20 June 2022 for the following reason/s:

### **Item 10 - Public Excluded Minutes – 9 May 2022**

*That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.*

### **Item 11 – IRIS Next Generation (IRIS NG)**

*That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.*

### **Item 12 – Purchase of Property – 43 Cloten Road, Stratford**

*That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.*

### **Item 13 –Yarrow Stadium Plus: Project Steering Group Report**

*That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.*